

The Hongkong Telegraph.

(ESTABLISHED 1881.)

MAIL SUPPLEMENT.

NEW SERIES No. 8270

號四廿月六年二統中

SATURDAY JULY 30, 1910.

大拜禮

號十三月七年七英港香

Singapore Press, 11 CENTS.

CONTENTS.

Births and Deaths.
Leading Articles:
Insurrection.
Hongkong Critics.
The Schools of Hongkong.
The Future of the New Territory.
Meetings:
The Indo-China Steam Navigation Co., Ltd.
Legal Intelligence:
A Question of Re-hearing.
Military Matters in the Summary Court.
A Garnisher's Question.
Bankruptcy Court.
A Question of Injunctions.
A Question of Accounts.
Correspondence:
A Severe Critic.
Miscellaneous Articles and Reports:
Colowan's Piracy.
Kowloon-Canton Railway.
Canton Day by Day.
Reviews.
Typhoon Warning.
Canton Opium Tax.
Hobbies in Hongkong.
Hongkong Dock Charges.
China Coasting Types.
Notes by the Way.
The Hongkong Murder.
The Hongkong, Canton and Macao Steamboat Company, Limited.
Survey of the Colony.
Rubber Shares as Investment.
Typhoon Shelters.
Canton Salt Monopoly.
Kowloon Cricket Club.
Aquatic Fete.
The Colonial Office and Opium.
Rubber.
Stranding of the *Albatross*.
Shanghai Drowning Fatality.
Chinese Fishermen.
Singapore's Rival.
Water Polo Shield Match.
Firewell Dinner to a Tanka Employee.
The Canton Question in Canton.
Raid Gold Mine.
Toe-nigle Bait.
Meiji Fire Insurance Co.
The Vaca Pirates.
A New Line-Throwing Gun.
Fight at a Meeting of Chinese Students.
Opium Smuggling.
Victoria Recreation Club.
Valuable Cargo Seized.
"Kiss of the South Seas."
The Opium Trade.
Government House.
Band in the Botanical Gardens.
Tanka.
Chinese Condit Labour.
Tanka Island.
Mengoli's R. fl. noted.
Teikoku Seito Kaisha.
Arrest of an Army Captain.
Sengeli Ramph Co.
New Seamen's Institute.
Rescue at sea.
Macao in history.
Local and General.
Commercial:
Weekly Share Report.
Freight Market.
Yarn Market.
Rubber Share Market.
Bullion.
Exchange.

the British officials, both civil and military, refused to believe that their troops and native employees could ever be unfaithful and "untrue to their salt." Now, when certain hatters from Bengal have co-operated with a prating little Englishman with a Scotch name who was not ashamed to show gratification at having garlands of flowers hung round his neck by "failed B.A.s" of Hindu colleges, when persons who could not pass an examination in any Indian language whatever, dare to pose as champions of the native races, we marvel to see the once dignified and martial compatriots of Ranjit Singh degrading themselves to the level of such incongruous associates. That a Sikh should exhibit some of the faults as well as most of the virtues of a soldier is but natural. A word of reproof from his superior officer has usually been sufficient to recall a brave and soldierly man to his better sense. It seems a pity that such a fine class of men should degenerate. Of all hateful odours none, it is said, is more noxious than that of rotten lilies. That men who once held duty and honour dearer than life itself, should meanly combine the duty of a police constable with the greed of a money-lender is of the most saddening signs of these worsening times. That a Sikh should be guilty of insolence and insubordination is enough to make the spirits of Allard, Gardner, Nicholson, Hodson, Lawrence and of many other leaders of Sikhs, come back from the abodes of the dead and wither with some more terrible rebuke than a magistrate may by a sentence of a few days' imprisonment inflict, these unworthy sons of valiant sires who were true to their salt.

HONGKONG CRITICS.

(25th July.)

In view of the great prominence which has been given of late to the utterances of ex-President Roosevelt, in regard to British administration in the various countries visited by him in the course of his transcontinental tour, it is rather interesting for us in Hongkong sometimes to hear the criticisms of our American visitors from Manila and elsewhere, levelled against the life and governmental conditions of Hongkong. Perhaps more than any other class of Americans, the Manillans are prone to outspoken criticism and comment upon affairs in neighbouring settlements. In Hongkong we have the Manila man always with us. He comes and goes almost without ceasing, bent upon business, or upon pleasure, and apparently he considers it a duty to air his views upon anything that takes up his attention in the city or in the Colony generally. No one except perhaps a highly prejudiced official, personage can take offence at the openness with which our neighbours make their remarks, commendatory or otherwise. The American, as a rule, is accustomed to plain speaking in his own country and is no respecter of persons. The ordinary citizen looks upon it as an inherent right to go to White House when he pleases and interview the President if he so desires. And in very few instances, indeed, does the President of the American Republic care to offend this democratic right of citizenship which every one of his people claims. It is just in this very direction that one gets the first American criticism of conditions existing in our own Colony. To take a notable instance of this, the writer had the pleasure the other day of meeting a prominent man from Manila, who had a good many pungent remarks to make upon the official side of Hongkong life. "Why," he said, "it is difficult to approach any of your high officials here as it is for a camel to go through the eye of a needle. In New York if I wanted to see the President on a matter of business I would simply have to go right in and would be sure of receiving every attention and kindness so far as I deserved it." And so he went on. His argument was that British officials especially in Hongkong do not show that readiness to enter into the stranger's business propositions which they naturally, as officials, should do. As for the British Consular service in the various places in China to which his business projects had carried him, he had found them not so bad on the whole, but he had never yet found a Britisher who if he had some trouble to overcome would not rather approach the American Consul in preference to his own. The underlying principle apparently was that the British Consular body should sub their own nationals and do as little as possible for anyone else. Well, if all that this visitor said were correct we must be in a very bad way indeed. But at the same time there are many British residents of the Colony who have heard pretty much the same opinion regarding the remarkable and irritating inaccessibility with which our Colonial officialdom hedges itself around. Another frequent complaint amongst our American visitors is the lack of control in our street traffic. It is impossible, of course, in a city like Hongkong to carry on the street traffic in the same orderly way that obtains in a modern American or English town; but the fact remains, nevertheless, that our street traffic is very badly regulated. Coolies carrying bundles are permitted with impunity to crowd the footpath. Market-men can trot along the street with hideous uncovered loads of raw flesh and animal entrails. Hand-carts often obstruct the traffic in the principal streets and roads, and visitors who go out with the intention of enjoying a stroll among the shops in Queen's Road find themselves many times jammed into the gutterway. There is no doubt that many of these criticisms are true; to any one coming from well-ordered Manila these things are such as must produce disappointment or at least hostile remarks.

If there is any particular direction in which our American visitors do appear to evince commendation it is for the many fine buildings that face the waterfront, but as one visitor remarked a little while ago to the writer, you will find next door to your finest building heaps of miserable shacks with soapsuds and dirty water flowing in torrents from their upper floors right down into the street. Then again, said this critic, you have a miserable old building for a "Town House," fronted by a fountain which does not play and couchant granite lions which act as lounging places for the riffraff—the coolie community. Well one must admit that all these criticisms do not make very pleasant hearing to anyone who counts himself a resident of the Colony and tries to take a pride in the place. But, unfortunately, they are far too true; and it is the continual resident in Hongkong who forgets these or things which visitors complain against or only sees them with unseeing eyes. It is certainly foolish to take umbrage at such criticisms. It is the stranger always who sees the faults. As familiarity is said to breed contempt for a person, it can equally well be remarked that long acquaintance with any grievance such as those complained of leads to indifference and undisturbable equanimity. Such criticisms are made in no mischievous spirit and should have the effect of urging us on to the bigger efforts towards improvement.

THE SCHOOLS OF HONGKONG.

(26th July.)

On more than one previous occasion we have had reason to refer to some of the amazing anomalies that permeate the Education Department of Hongkong; but many of those prevailing anomalies conditions appear to show few indications of a tendency towards diminution. Rather, indeed, the reverse would seem to be the case, judging from the most recent report by the Director of Education submitted at the last meeting of the Legislative Council. The solid underlying fact appears to be that the Government are doing everything in their power to cripple the Grant schools with a view to benefit the Government schools, even to the extent perhaps of eliminating the former class of educational institution altogether. Yet, taken roughly, the cost per pupil for education in Government schools is as near as possible three times as much as the cost of education in Grant schools. Last year, the average cost per pupil in Government schools was \$35.15; in Grant schools it was only \$13.07 per pupil. That is to say, in the Grant schools they can and do teach three pupils for the same amount of money as the Government schools require for the education of one. If this could be alleged for a moment that the more costly education was of a superior character, one might perhaps find some justification for the threefold greater expenditure; but on the showing of the report of the Director of Education himself such is very far from being the case. Speaking of British schools and referring to the Kowloon Girls' School, the Director of Education has this to say:—"This school continues to fill a useful purpose. The number in average attendance is 53. The cost per unit has fallen to \$11.5 from \$14.3 last year." Well, it would be very necessary indeed that the Kowloon Girls' School should serve a "useful purpose" in order to justify a cost per pupil of \$11.5, as compared with an average cost of \$13 in the Grant schools. And then, no doubt, just to show the "useful purpose" of this scholastic institution, the Director of Education goes on to remark—"Experience has shown the limitations which are set to the usefulness of Kowloon School. It provides schooling for a number of children; but the very short average of attendance of the pupils makes it impossible to follow out any comprehensive school course. Half the girls in the top class are foreigners." So that here we have the spectacle of a school serving a "useful purpose" and yet in which it is impossible to follow out any comprehensive school course owing to the short average attendance of the pupils. What else do the functions of a school consist in but in the following out of a comprehensive school course? If a school fails to do this, it fails to justify its existence. It is not fulfilling the work for which it was established and it should be shut up. The Kowloon Girls' School has long had the name of being a useless institution, and now we have this admitted by no less an authority than the Director of Education himself. The huge average cost per pupil in itself shows that the school is something very much in the nature of a white elephant. But there are even worse admissions made than this in the Director's report for 1909. Speaking of the Victoria Boys' School, he says:—"On resuming charge of the department in April, I found this school in an unsatisfactory condition. The headmaster went on leave shortly after, and the elder boys were taught for the rest of the year partly by Mr. James of Kowloon School and partly by Mr. Curwen of Yau-mat. There was an improvement by the end of the year. The upper school consists at present of 11 boys, most of whom are the sons of Government servants. They are backward and do not seem to have been well grounded; but they are making progress. Most of them are now being prepared for the Oxford Local Preliminary. This class promises to be of much value to the Colony." Well, such admissions are most remarkable confessions of scholastic and educational impotence; but, as we know, open confession is good for the soul, and no doubt the Director of Education finds a certain amount of relief now that he has made this plain statement of fact. The

upper class consists, forsooth, of 11 boys, most of them the sons of Government servants, "backward and do not seem to have been well grounded." Then, what on earth are these boys doing in an upper class? If they have not yet mastered the rudiments? And then we are told that "this class promises to be of much value to the Colony." The Director of Education must have omitted a very necessary "not" when he wrote that sentence. How it is going to be of much value to the Colony must pass the comprehension of any reader who has just been informed by the Director of Education himself that the class is "backward and does not seem to have been well grounded." The two statements are incompatible with logic and common-sense. Then to make matters worse the Director of Education tells us this—"The attendance has fallen off very considerably. The headmaster was transferred elsewhere early in the year; but still the cost per unit reaches the altogether preposterous figure of \$220 per unit (\$124 in 1907 and \$166 in 1908). The numbers are not likely to increase materially in the near future. They were 27 for the year as against 41 for 1909." "Preposterous!" We thank you, sir, for teaching us that word. It expresses to a nicety our own views upon the subject. It is indeed preposterous that in this little school whose pupils are getting less in numbers and are not likely to increase in the near future, education should cost \$220 per unit. And if this figure goes on rising in the same ratio as it has done during the past two years, whilst the number of pupils decreases, we shall see the average cost per pupil standing at between \$400 to \$500 in 1910. Truly, this is a matter calling for urgent attention. Moreover, when the undergraduates of the future Hongkong University are expected to pay no more than \$300 per annum each, we fail to see how a purely elementary school can justify its existence when each unit costs the taxpayers \$220 a year. This state of affairs is a crying scandal. When the Director of Education himself admits that a certain state of things is preposterous, it is high time for the Government to remove the anomalous conditions by the elimination of useless and exorbitantly expensive schools to relieve the burden on the ratepayers.

COMFORTS OF THE GARRISON.

(27th July.)

In a great Garrison outpost of Empire like Hongkong, it is only natural that the civilian community should take a deep interest in all that pertains to the comforts of our Garrison; all the more so as many Service men do not regard Hongkong as an ideal station to which to be drafted for a spell of years. Especially this is true concerning the women and children of the Garrison, for they have every reason to dread the heat and ill of a Hongkong summer. When, therefore, one learns of any new movement being taken by the Military or Admiralty authorities to improve the living conditions of the Garrison, one can have nothing but commendation to bestow. It is pretty generally known that one of the most serious causes for grumbling amongst all ranks has been that the lighting of the big central barracks is both antiquated and inefficient. For some time, we believe, it had been in the mind of His Excellency the General Officer Commanding the Garrison to rectify as far as possible this unsatisfactory state of affairs by making a clean sweep of the old system of oil lighting in the City barracks and installing electric light. But economical considerations eventually prevailed and the scheme for taking a supply from the mains of the local Electric Company was set on one side as impracticable from the financial point of view. The War Office authorities, apparently, considered the local rates too high to justify a departure from the ancient oil system, in spite of its disadvantages—its inefficiency all the year round, its attendant discomforts in the hot months, and the enhanced charges for insurance of buildings that it involves as compared with the most modern illuminant. Then a well-known officer of the Royal Engineers took in hand the task of finding some way out of the difficulty, and he proposed a scheme for having an independent plant installed at Wellington Barracks, to serve Victoria Barracks and all the outside stations and forts that do not already enjoy the benefits of an electrical supply. This scheme, we believe, was to have made the provision of electric power possible at a fractional rate of that charged locally by the public companies and was so planned that the initial cost would have been wiped off in fifteen years. The advantages of such a scheme, both from a departmental and from an economical point of view, do not require to be dilated upon. This scheme also, we believe, received the approbation of the local Military authorities; but, when sent home for approval to the War Office, that body again ruled it out of court for alleged reasons of economy. It is difficult to understand such arguments against the adoption of a scheme which on the face of it was both economical and beneficial. Besides doing away with the old unhealthy oil lamp, with its discomforts, it would have been the means of doing away also with the no less unhealthy punkah with its secretions of dust and germs. However that may be, the War Office again refused to sanction the scheme, and it had to be dropped in consequence. Now, however, we are glad to learn that an arrangement has been made for the supply of electric current to the Victoria and Wellington Barracks from the Admiralty mains, at a cost which even the Home Government cannot cavil at; so that the units of the Garrison quartered in those two important towers will no longer be deprived of that which has almost come to be considered not a luxury but a necessity of every

day European life in Hongkong. Lye-moon and Stonecutters' have their own installations. In due time, no doubt, every other out-station will share with Victoria and Wellington Barracks in the benefits of an electrical supply.

OLD PIRACIES IN HONGKONG WATERS.

(28th July.)

The terrible affair that has just occurred at Colowan naturally makes one's mind hark back to the many piratical horrors that hold place in the history of Hongkong. So far as the Colowan affair is concerned, people in Europe, and even in Hongkong, would not have believed that at the present day such a nest of pirates as that which did exist at Colowan could still have been allowed to remain as a menace to peace and good order and to plunder and ravish with impunity their unoffending neighbours. Were such a horde of marauders to make their stronghold in some fastness of the almost inaccessible country one would not be inclined so much to wonderment; but here we have this scourge flourishing almost at the very door of Portuguese Macao and within a few hours' sail of British Hongkong. Some of the facts that have come to light as a result of this affair appear to belong rather to the realms of Stevensonian fiction than to this prosaic nineteenth century. Apart from Colowan, however, cases of piracy on the upper reaches of the Canton River and on the West River are still of not infrequent occurrence; and it would be well if the Chinese Government once and for all made a clean sweep of these piratical pests from the great southern waterway. As regards Hongkong, her history contains a long list of piracies committed within her own territorial waters. When the island was first ceded to Great Britain, the sea all around was infested by pirates. In 1843 the then Governor, Sir H. Pottinger, tried to induce the Chinese authorities to co-operate with him in suppressing piracy in local waters, but we read that his efforts were neutralised by corruption on the Chinese side. Trading and fishing boats had to pay regular blackmail to these desperadoes. About 1849 the British Government appeared to awake to the necessity of taking stronger measures for dealing with the evil, and warships were despatched to Hongkong to extirpate the pirates. These warships destroyed some 80 piratical armed and heavily manned junks—some of the engagements taking place in Mira Bay and Aberdeen Bay. Still piracy flourished. As many as 70 cases were reported during the year 1853, the most shocking case being the murder of the captain, officers and passengers of the s.s. *Arratoon* by the Chinese crew, on the 5th of August. The periodical onslaughts made by British men-of-war on the pirates swarming in the neighbourhood of Hongkong still appeared to make little impression. A whole pirate fleet was captured at Lintin in 1857. After that, piracies decreased in frequency, but in the same year the schooner *Neve* was attacked by pirates who murdered the captain and two of the crew. In the following year the Hongkong passage-boat *Wing-sun* was captured by a piratical junk and in 1859 the s.s. *Cumfa* was plundered by these desperadoes. In 1861 the brig *North Star* was attacked four miles off Hongkong and the captain, some of the officers and crew and a passenger were murdered. Some months later the Dutch schooner *Henriette Louise* was plundered just outside Lye-moon, the skipper and some of the crew being wounded. Three weeks afterwards the British brig *Imogene* was plundered and burned. Next the British schooner *Eagle* was plundered near Green Island by pirates (under the leadership of an Englishman!), and the captain and some of the crew were murdered. Soon afterwards the s.s. *Iron Prince* while on her way to Macao, was attacked by pirates disguised as passengers and two of the crew were murdered; but on this occasion the pirates were overpowered, after a protracted fight in which the captain, officers and European passengers were all wounded. At this time, it appears, these piratical hordes of Chinese were being assisted by lawless Englishmen and Americans. In 1863 the barque *Bertha* was unsuccessfully attacked near Stonecutters'. Six months later some of the crew of the Danish brig *Chico* were murdered and the Spanish brig *Aureo Lepanto* was captured by pirates near Lantau. For some years later piracy continued to be as life as ever owing to lack of co-operation on the part of the Chinese. One terrible case is recorded as having occurred in 1865 just outside Lye-moon, a whole junk's crew being murdered by the crews of two piratical craft. With the advent of the Macdonnell administration, however, cases of piracy, which had been hitherto of weekly occurrence became less frequent. In the year ending October, 1867, not a single piratical attack on a European vessel was reported, whilst the few attacks made upon Chinese junks were trivial. From 1870 onwards the piratical gangs appear to have given Hongkong waters a wide berth and removed their spheres of action to less dangerous zones. Thereafter, piratical depredations may be said to become sporadic in the near neighbourhood of the Colony, although, unfortunately, piracy continued to be a standing danger to shipping coming to and going from the port. When one comes down to more recent times, there is to record the occurrence in 1890 of the terrible *Namoa* piracy, when Captain Pocock and another European were murdered and the ship looted not far from Hongkong. But that case as well as the many others that have since occurred on the Canton River and its tributaries, notably the more recent *Soham* case, do not pro-

perly come under the heading of this article. These decidedly show, however, that piracy such as must affect shipping that frequents Hongkong Harbour still exists in a highly dangerous form in Kwangtung and calls for strong measures of suppression on the part of the Chinese authorities.

THE FUTURE OF THE NEW TERRITORY.

(29th July.)

It is well imaginable that the future historian of the Colony of Hongkong will find it necessary to devote a great deal of attention to the wonderful development that has taken place in the New Territory since its acquisition by the British. It is only some ten years ago that the New Territory became part of the Colony, but during that short period the changes which have come over the face of this country can be described as nothing short of phenomenal. Of course, it is an axiom of British Colonial administration that no land is worthy of annexation which is not worthy of development and improvement; and certainly in the case of our New Territory we see this principle singularly exemplified. To anyone who travelled over the New Territory when it was first annexed and who has not been given opportunity to traverse its length and breadth again until the present time, the progress made in all directions must seem astounding. And the striking feature of this development is that, with the one great exception of the Railway, most of the work involved in opening up the Territory has been accomplished quietly and unostentatiously, almost unbeknown to the public and indubitably unappreciated by them to that extent which from its importance one would have been led to expect. In the first place, district stations had to be built, but as that is the initial stage in the settlement of any new country little credit can be claimed on that score. It followed, also, that new roads had to be constructed and waterways spanned by bridges. In this connection, the Government are deserving of every praise, for the amount of work accomplished has been enormous. Sound roads now run where before were bridle-paths; and fair bridges span the water-courses that hitherto had to be crossed by stepping stones or rotten timber. The advent of the Railway scheme, too, gave a decided impetus to all this work of general development. But over and above all these, one very important accomplishment of the Government—no less important because it is not superficially apparent—has been the settlement upon a sound basis of the administrative machinery. When the New Territory was taken over the British met with nothing but distrust and hostility on every side. Their efforts towards rectification of existing land tenure abuses were regarded as vexatious. Their endeavours to secure the co-operation of the headmen in the villages were looked upon with suspicion. When arbitrary action was necessary, it met with direct opposition. Happily, all that is now changed, due in great measure to the conciliatory methods and patient consideration exercised by the British officials in dealing with the many delicate and intricate matters requiring to be dealt with when any country passes under a new administration. The new land laws are recognised as equitable, the sincerity of the Government is no longer doubted, the villages have to a great extent a system of independent local control, and security to life and property has replaced robbery and blackmail. Even had the Railway never come to hasten matters, the progress made would still have been remarkable. The advent of the Railway, it may well be supposed, will do more than all else in helping to develop the New Territory still further. Already the cheap building sites obtainable in the near neighbourhood of Kowloon have led to the rise of many industries hitherto unknown in Hongkong and one only requires to pay a visit to the Shamshuipo district and note the rapidity with which new buildings are proceeding to spring up to realise the vast possibilities lying before the New Territory. Not so many years ago, it was a common thing to hear said that Hongkong had nothing but her shipping and her harbour to depend upon. That day has passed away forever, and if the industries of the Colony go on increasing and multiplying in the same ratio as they have done within the past few years, the time is not far distant when Hongkong will count upon those same local industries as one of the most valuable assets in her trade life. There is in the New Territory a vast area of cheap land available for almost any purpose, nor is the Government likely to be slow to afford every facility possible in order to accelerate the development of the country and attract capital to the Colony. Hitherto, those who have acquired land for industrial purposes in the New Territory have been practically compelled to keep close to the sea for the sake of easy transport. In the case of minor industries at least, the advent of the Kowloon-Canton Railway should change all this. Just as in European and other countries, we see new industries and new townships springing up along the railway routes, so here we may well expect that something of the same sort—concomitant of course with the nature of the route traversed—will come to pass in future years. The possibilities of the New Territory as a health resort have been dwelt upon on a previous occasion in these columns. Whether or no a sanatorium should ever crown the heights of Tai-mo-shan, it is quite within the bounds of reasonableness to foresee that many country residences will spring up along the railway route, which traverses in great part a country that for beauty and variety of scenery leaves little to be desired.

The Hongkong Telegraph.

MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JULY 30, 1910.

INSUBORDINATION.

(29th July.)

A subject of pride to every Englishman used to be the gratifying loyalty of the "fighting races" of India. The soldierly obedience and reliability of the Sikhs has entitled them to the liking and respect of the *rashis* who are indifferent to the colour of a man's skin as long as he can prove that his "liver is not white." The unrest in India, and the spasmodic attempts to imitate the revolutionists of Russia in committing useless murders of useful men, have hitherto caused the rulers of the Empire less anxiety than they might, because of the utter confidence felt in the loyalty and honour of certain peoples and certain castes. The Sikhs, whether of the Khalsa or upholders of Islam, have always been trusted by the British. Their honour was once untarnished. But during the last two or three years, a spirit of insolent disobedience has shown itself among the very men who were once though fit to be classed as at least the equals of any police force in the world. In Shanghai the irregular conduct, verging upon open rebellion, of the Sikh Police, threatened, not long ago, to destroy the usefulness of a force on the faithfulness and reliability of which the most experienced Anglo-Indian Police and Military officers were, until quite recently, prepared to pledge their own honour. Just before the tragedy of the great Mutiny in India, many indeed almost all

"TELEGRAPH" WRITES "STRONGLY DO NOT UNJUSTLY."

TYPHOON SHELTERS.

MONGKOKTSUI BREAKWATER.

Estimates...\$65,000.00—Total Estimates...\$74,000.00
Expenditure...\$1,000.00—Expenditure to 11/30/00...\$1,000.00

(Special to the "Hongkong Telegraph.")

HONGKONG DUCK CHARGES.

A protest of certain local fin

completely repaired here by the Dock
ny and electric light installed at a cost
at for one thousand

A BIGGER BOOM AHEAD

SECOND ARTICLE

competing one against the other for what I may call the floating labour population. The Ger-

ctors and other expenses:

where coolie labour is common and beyond all this is the

give confidence to genuine investors who have supported this industry in search of high-yield

which a month ago were obtainable at 12s are

crop if you like, and by all means insist on

THE president and member of the Bombay

(Special to the "Hongkong Telegraph.")

the Colonial Office full credit for having wiped

but he must ask them to
her. He was anxious to hear

Seely, in reply, said that the

TEA SHIPPERS' ANXIETY.

dived for or lost. The Chinese fishermen are

years ago & sa
his manner, rest

...but such a cap
...There were

Toerangie Estate.

HONGKONG RESIDENTS' IMPRESSIONS.

PROPERTY VISITED BY MESSRS. DENISON AND WILKINSON.

26th inst.

We have been courteously favoured with permission to publish the following impressions gathered by Mr. A. Denison and Mr. C. D. Wilkinson of the Toerangie Estate in Sumatra after visiting other Estates in the F. M. S. and Sumatra.

Preparatory to visiting the Toerangie estate we decided to travel through the Federated Malay States, with the object of their learning all that we could concerning land suitable for rubber plantations, and the method of cultivating rubber trees. It is unnecessary here to relate in detail our experiences in that country. Suffice it to say that, after visiting several well-known and well-managed estates—namely Pataing (in Selangor) and Jebong (in Perak), and after conversing with the managers of the estates who showed themselves ready to give us all the information they possessed on the subject—we arrived at the following conclusions:

(1) That it is necessary for the proper cultivation of the rubber tree that the ground upon which it grows should be well-drained and yet well watered, and should have a considerable depth of soil for the tap root to penetrate vertically.

(2) That the best land for growing rubber trees is that which is undulating and drains itself naturally.

(3) That the planting of "catch crops" of any kind amongst young rubber trees in the Federated Malay States, really prejudices and retards the growth of the trees—of that, although the principal root (the tap root) of the rubber tree is one which grows down vertically into the ground, the roots by means of which the tree mainly obtains its nourishment are those which branch out horizontally near the surface.

(4) That, as a rule, rubber trees planted in ground which has for some time previously been under cultivation do not flourish, in consequence of the fact that the richness of the soil has already been exhausted.

(5) That a rubber tree improves in growth the more it is tapped—if tapped carefully; and that it can be tapped to its own advantage, at an early age, so long as they are tapped, with such care as not to injure the trees themselves by cutting too deeply, and so injuring or exposing the cambium.

(6) That several rubber plantations already opened up will prove valuable, either in consequence of the fact that the trees are planted in low lying and swampy ground, or in consequence of the fact that they are planted on very steep hill-sides.

(7) That even some of the present well-paying estates are not unlikely to hereafter become of little value owing to the situation and condition of the land.

In several estates, we have reason to believe trees have fallen or have been blown down, doubtless owing to the fact that the ground upon which they were planted is too low lying, and the tap roots have penetrated into too moist soil.

With these impressions fixed in our minds, we proceeded by steamer from Penang to Bolawan, the port of Deli, arriving at Medan on the 14th June. Mr. W. Percy Pinckney met us at the Medan Railway Station, and took us to his residence at Paya Djambou, a distance of nearly 30 miles from Medan.

At Paya Djambou we inspected a considerable area of the United Latagat Company's plantation, part of which is planted up with Para rubber trees alone, on old tobacco land; and the greater part with tobacco. The whole of the Paya Djambou estate was originally under the management of Mr. Pinckney, who, himself, superintended the planting of the rubber trees. The estate having, however, been acquired by the United Latagat Company, and that Company having decided to place the management of their rubber plantations, both at Paya Djambou and at an older estate, (some 7 miles distant) in the hands of one manager, Mr. Gordon, leaving their tobacco plantations to be separately managed, Mr. Pinckney ceased to have control of the Paya Djambou rubber estate.

We were greatly impressed with the size and appearance of the rubber trees planted by Mr. Pinckney, which were undoubtedly vastly superior to those of a similar age in well kept plantations in the Federated Malay States.

Particularly were we impressed with the superiority in size and general appearance of such of the trees as had grown from seed sown in the ground—known as seed "sown at stake." We were further greatly impressed with the apparent extraordinary richness of the soil, and with the size and strength of the tobacco plants in the fields immediately adjoining the rubber plantation. Mr. Pinckney assured us that the soil of the Toerangie land was at least second to none.

On another day we visited the older rubber plantation of the United Latagat Company, the manager of that plantation accompanying us. There we were astonished to find a great number of trees which had never been tapped, but which were of such a size that they could well have been tapped, at any rate a year ago. Some of the trees we saw there, although under 5 years old, measured from 26 to 30 inches in circumference 3 feet from the ground. These measurements we ourselves took.

The plantation on the whole appeared to be in exceedingly good condition, and in a far more flourishing condition than any rubber plantations of older trees which we had yet seen.

As already stated, we had formed the conclusion, while in the Federated Malay States, that the only satisfactory ground in which to plant rubber was in virgin soil—ground from which the virgin jungle had been cleared; and that ground which had previously been cultivated, and from which much of the goodness had therefore been exhausted, was unsuitable. We had also become firmly convinced that the growing of catch crops of any kind with young rubber trees would be very injurious to the latter. Mr. Pinckney, however, being thoroughly well acquainted with the nature of the soil in Sumatra, was desirous that, before we formed any definite opinion as regards the cultivation of the Toerangie estate, we should see other plantations in Sumatra. He therefore arranged for us to visit a large estate at Taling Tjing and another at Taling Kasau. There we proceeded on the 20th June.

Prior to visiting those estates we visited an estate acquired by Mr. Pinckney himself at Soenggi Rangkap, some 700 or 800 acres of this estate had been completely cleared of jungle and planted up with rubber trees. The plantation appeared to be in excellent order, and the trees to be all strong and healthy—much larger in size than trees of a similar age in plantations in the Federated Malay States. The condition of the estate satisfied us that Mr. Pinckney fully understood the correct method of planting, and the cultivation of the rubber tree, and that we might be safely guided by his advice in regard to the opening up of Toerangie.

At Taling Tjing we found a very large area covered with young rubber trees, all apparently in an extremely healthy condition, interspersed with Robusta coffee trees, looking

equally healthy. The Manager of this plantation, who accompanied us over a fair portion of it, gave us emphatically as his opinion that the soil there was of such a quality that so far from the coffee bushes being detrimental to the young rubber, their existence might even prove beneficial. At the other estate at Taling Kasau we had the same experience. This estate we found to be exceedingly well laid out, with excellent roads running through the various portions of it, over which roads we were able to proceed in a motor car. The greater portion, if not the whole, of the estate had been planted up with both rubber and Robusta coffee in rows—of coffee, 1 of rubber, then 1 of coffee and 1 of rubber. All the trees appeared to be particularly healthy—both rubber and coffee.

On both these estates a practice had been made of allowing a certain weed of a red tint, known as the red weed, to grow freely in between the young rubber trees. This weed, the managers stated, extracted very little nourishment out of the soil, none of its roots being more than about an inch below the surface, while it prevented the growth ofalang and other weeds which would be prejudicial to the rubber trees. They were of opinion that the growth of this weed should be rather encouraged than prevented in young rubber plantations.

We left these estates impressed with the idea that it by no means followed that what was unsuitable for rubber plantations in the Federated Malay States was also unsuitable for plantations in Sumatra; and, after hearing what Mr. Pinckney and the managers of other plantations, said on the subject, we came round completely to Mr. Pinckney's views as to the matter.

Mr. Pinckney having made the necessary arrangements for our visit to Toerangie, we left his house at Paya Djambou in the early morning of the 23rd June. Mr. Pinckney and Mr. Wilkinson drove in one buggy followed by Mr. Denison and Mr. Gray (visiting agent) in another. More than 23 miles of the journey lay along excellent roads made by the Dutch Government, but after passing near to Kwalla (where there is a railway station) the road became very rough and heavy until the river was reached, on the other side of which lay the Toerangie estate. The river at this part is about 60 feet broad, and the depth of the ford at ordinary times about 3 feet. No difficulty whatever is apparently experienced in driving bullock carts across, and no difficulty was found in getting safely, and easily across.

On the other side of the river the road improved, and we then drove along it, entering almost immediately that part of the Toerangie estate which was acquired by Mr. Neil for the purpose of growing rubber trees. A number of rubber trees had been sown by Mr. Neil a few years ago by the side of the road along which we drove, and further on a fair number of young trees had also been planted by him, but all these had evidently been utterly neglected from the time when they were first planted, with the result that alang had grown thickly all over the ground, and had choked the growth of the trees. Nevertheless the trees in the nursery had grown to a very fair thickness, and stood pressing against each other in a thick clump.

Unquestionably for rubber, the ground, though well suited for rubber.

After proceeding for about half a mile, almost parallel to the river, our road turned to the right up a fairly steep hill, the top of which is perhaps 140 feet above the river. On reaching this we observed an enormous plateau, gently undulating, and mostly covered with virgin jungle although a large portion near to us was principally covered with alang, and was evidently part of an old tobacco estate. After driving on about half a mile further we reached a well defined boundary line dividing our estate from that acquired by Mr. Neil. Then we saw a little distance before us, the first of a row of wooden buildings in course of construction, and we came up to a young Dutchman who had been employed by Mr. Pinckney as an assistant on the estate. The road, upon which we then were, continued straight ahead through young jungle which covered land previously forming part of a tobacco estate. The road also had a turning to the right, past the buildings in course of erection which we found were the new colonies for our Chinese labourers. Passing these, we drove a few hundred yards farther, down a short hill, over a bridge being rapidly constructed (a bridge which had been cleared of jungle for a considerable space around) nurseries for coffee, and rubber, seedlings. Driving on, we passed through an uncultivated belt of thick virgin jungle, and then entered a large area of some 700 acres of land, the jungle on which had been felled. Near the middle of this area a temporary wooden residence for the manager and his assistant had been erected. Further on, a long row of wooden buildings had been put up, which were occupied principally by the Malay labourers who were on the estate, and at the rear end stood a store, which appeared to be well stocked with provisions of all kinds.

We were met by Mr. Thomson, the manager, who conducted us into his temporary residence where we all partook of an excellentiffin. A little later on in the day Mr. Pinckney and Mr. Gray, after discussing matters with Mr. Thomson, departed, leaving us to remain and to inspect what we could of the estate.

That same evening, after visiting the nearest native Kampoo, the inhabitants of which were most civil to us, we walked some distance along the road which passed through the N.W. boundary of the estate. The distance to that boundary was far too great for us to proceed the whole of the way, but we were able to see a sufficient distance to cause us to be well satisfied with the nature of the land.

Early in the following morning we drove with Mr. Thomson, in the dog-cart which Mr. Pinckney left us, back along the road past the new colonies, turned to the right through the young jungle, for about a mile, to the S.E. boundary of the estate. This boundary is marked by a stone placed in a large plain of land upon which many years ago tobacco is stated to have been successfully grown.

The idea of Mr. Pinckney and of Mr. Thomson is to clear the whole of this young jungle and alang, the clearing of which can be done easily and rapidly, and to plant there tobacco, the cultivation of which they estimate will realise a considerable profit. After the crop of tobacco is taken, the stalks of the plant can be easily pulled up and burnt, and it is then proposed that the whole of the land so cleared should be planted with rubber trees. As it has been proved beyond all doubt, in that part of Sumatra, rubber trees will grow perfectly in land from which a crop of tobacco has been taken, and will grow just as well as they would in virgin soil. In fact in one place we observed rubber trees growing well amidst tall tobacco plants; and it may possibly be considered advantageous to plant rubber seedlings amongst the tobacco plants instead of waiting until the tobacco crop has been obtained.

This Company do not doubt as a rubber company, and doubtless the majority of the shareholders have the same idea as we ourselves originally had—that the one thing to be considered is the planting of rubber, and that nothing should be allowed to take place which will prevent the speediest possible production of rubber. But although we have the greatest

faith in the future of rubber (which we firmly believe will always be a highly paying, marketable commodity) after what we have seen and heard in Sumatra, we have an equally strong belief in the certainty that the cultivation of tobacco; there, will reap a high profit more especially as the quantity of tobacco produced will shortly be increased in consequence of the conversion of tobacco lands into rubber plantations. Moreover, very little time will be lost if the scheme be carried out of planting tobacco, and if immediately after the crop is gathered in, rubber is planted. The result of planting tobacco will not only be a profit to the Company earned within a year, but will also be that the land will be well cleared for the planting of rubber, and will in no way be deteriorated.

Another, and most important, matter to be considered is the question of the rubber trees. We have observed more than one well-known estate which has been managed, rubber plantation that double the quantity of latex could be produced if sufficient skilled labour for the purpose were obtainable. Many trees were seen which could, without doubt, have been tapped, but were left untouched because, we were told, there were not enough skilled men employed on the estate to tap them.

An estate may consist of 8,000 acres of trees all in bearing, but if there are only skilled men enough to tap 1,000 acres the remaining 7,000 are useless for the time being.

What is proposed to be done with regard to the Toerangie estate is to plant up as soon as possible—that is to say in November or so—some 700 or 800 acres with rubber trees. So soon as these come into bearing a number of persons will be engaged to tap them, and the method of tapping. They will teach others, and when another 1,000 acres (previously planted with tobacco) come into bearing there will be enough skilled persons to tap the whole 2,000 acres.

In the 700 acres which it is proposed to plant with rubber trees this year it is also proposed to plant Robusta coffee trees. These it is believed will be in full bearing within a year (a very large crop being obtainable in the 3rd year), and will realise a considerable profit thereafter, until it is necessary to uproot them in consequence of the growth of the rubber trees adjoining, resulting in their shutting out the light required by the coffee trees.

A Robusta coffee tree, or rather bush (as its name would seem to imply) is a very hardy shrub. Unlike the Liberia coffee tree, which grows to a height of 30 feet before bearing, it seldom exceeds 3 feet in height before it comes into flower and bearing. (Although, if allowed to do so, it will continue to grow to a considerable height) and is much outpaced in growth by rubber trees which, as already stated, is in no way prejudicially affected by the mere fact of Robusta trees growing in its vicinity. The possibility must, however, not be lost sight of that the Robusta coffee trees may get affected by a disease which would spread to the rubber trees. But the danger of the same is very slight, and is considered to be very insignificant, which would nevertheless be kept by our manager, in the immediate neighbourhood of whose residence the first rubber plantation will be situated.

To return to our experiences on the Toerangie estate we should mention that we were very agreeably surprised at the rapidity with which the work progressed while we were there. In less than 2 days after our arrival the colonies were roofed and practically completed, although the framework alone was up when we arrived. So also with regard to the permanent residence of the chief agent, Mr. Thomson, when we arrived there was a bare ground; when we left, the whole framework of the house had been erected. And in two hours of the morning we left Chinese labourers, who had arrived only the day before, had turned over a considerable portion of the cleared ground in which it is intended to plant rubber trees.

The estate is bounded on the West by a river which we ascertained is navigable all the way from the sea to the estate. As already stated, there is a railway from Bolawan (about 8 miles to the East of the estate), and the road which has been described as rough and heavy will, we have been assured by the Dutch Comptroller of the district, shortly be made equally as good as the Government roads in other parts of Sumatra. No difficulty whatever will therefore be experienced in conveying produce from the estate.

The rainfall in the district of Toerangie is, we understand, very regular. The rain falling principally in the evening, as it did when we were there. To the East of the estate, some distance from the river on that side, there is a range of well-wooded hills, on the summit of which there is a small mountain, which has been described as rough and heavy will, we have been assured by the Dutch Comptroller of the district, shortly be made equally as good as the Government roads in other parts of Sumatra. No difficulty whatever will therefore be experienced in conveying produce from the estate.

The title of the Company to the land was completed just before we left Sumatra. In the ordinary course of events the Company would have been in a position to take possession of the land, but owing to the extremely energetic conduct of Mr. Pinckney, and to the courtesy of the Dutch Comptroller, we were enabled to obtain, and bring away with us, the title deeds which secure us in our possession of the estate.

As regards the planting of rubber on the estate it is proposed to sow at stake as many as possible of the seeds after it is found that they have properly germinated in seed boxes. But as a portion only of the ground can be so planted, the remainder of the seeds will be planted to grow in the nursery, and as many as the expense of a very great loss of time, and also the loss of a number of trees which would otherwise have grown from seed germinated in the nursery. Seed sown at stake requires an absolutely regular rainfall, or regular watering by means of manual labour.

With regard to the proposed scheme of planting tobacco on certain portions of the estate prior to (or in conjunction with) the planting of rubber, it has been suggested that there have been times when tobacco has not paid the planter in Sumatra. The fact, however, may not be generally known that tobacco can only be planted on the same land in Sumatra once in nine years—after a crop has been gathered in, the land is always allowed to lie fallow for a period of 8 years (though in many instances the natives are allowed to use the land for the first of these 8 years in cultivating their paddy).

This being so it will easily be seen that, in order to make a margin of 5 per cent out of tobacco land, a fall of 45 per cent must be made in order to cover the 8 years period.

In the case of Toerangie the preparation of land for, and the growing upon it, of tobacco (which in 3 months from the time of its planting arrives at maturity) serves to clear the land perfectly for the planting of rubber. It is immediately afterwards, of rubber. There will be no lying fallow of the land for any period of time at all, and whatever is earned—be it 10 or 20 per cent on the cost of its cultivation, and the preparation of the land—will be the actual income for that year, and not a sum to be divided over nine years.

REVIEWS.

MACAO, CANTON AND THE WEST RIVER.

We are in receipt from that enterprising firm, the Hongkong, Canton and Macao Steamship Company, Ltd., of a new series of handbooks bearing upon the various places to which their steamers ply; and, needless to say, these have been issued with all the care and attention to the artistic which have characterised the previous publications of the premier river company. The booklets that we have received number four in all. They have been compiled for the benefit of passengers by the Company's boats, and especially to strangers and tourists in this district they must prove almost invaluable as well as constituting in themselves beautiful and useful souvenirs of the districts traversed.

To begin with, there is a most interesting brochure which is the author, Mr. J. Arnold, entitled "Macao, Canton, and the West River." Arnold knows his subject thoroughly, and he avoids the pen of a ready writer. Of course, Mr. Arnold has written so much in the way of description about the Canton vicinity that the mere mention of his name as author is sufficient guarantee for the gist of the book. It is in the form of a short description of the chief places of interest to tourists and travellers in Canton City and suburbs, and it is very completely dealt with the subject matter. The book is illustrated, and tells us not only about the Southern capital, but gives us the requisite information as to how to get there and the things to be seen when you are there.

Besides giving a list of the sights, Mr. Arnold also gives an interesting sketch of a trip by steamer from Hongkong to Canton, which is delightfully readable. In this sketch, by the way, he mentions or explains a thing which must have often puzzled tourists and passengers, up the river. Tiger Island, the author says, with its precipitous height, takes its name from the fancied resemblance that the Chinese see in its configuration to that terrible quadruped.

The second book on the list is "A Hand-book to Canton, Macao, and the West River," revised and re-written by Mr. J. Arnold, with original and copyrighted photographs by the author. This is the eighth edition and has been brought down to date with neatness and precision. Over and above the general useful information it contains as to how to get to Macao, Canton and the West River and what to see when there, it has interesting articles concerning the various places of interest, written by an assured pen and altogether trustworthy. The photos are credit and praise, and this little book, it is certain, would be a valued souvenir of a visit to these places whether it were a mere casual visit or a thorough inspection of their domains.

A third book which the Company publishes is entitled "A Day in Macao with a Camera," the work of the same author mentioned above. It contains no reading matter, but it does contain some of the finest photographs of Macao scenery that have ever been produced. The good effects are largely due to the art of the photographer, and the pictures are most worthy. The photos are credit and praise, and this little book, it is certain, would be a valued souvenir of a visit to these places whether it were a mere casual visit or a thorough inspection of their domains.

Last of all to be mentioned, but by no means last of all in the matter of quality, comes "Scenery on the West River," a sketch book compiled by Mr. Arnold also. It shares with the others in pretentiousness of appearance and is replete with fine photographs.

On the whole the four brochures which we have received from the Steamship Company will be recognised not only as a very useful work, but also as a most artistic souvenir by any one who chances to go to any of those places on business or on pleasure.

SHANGHAI DROWNING FATALITY.

DEATH OF CUSTOMS OFFICIAL.

Early yesterday morning, J. J. Hourihan, a plumber, who was employed as a mechanic in the engineering department of the Customs, was drowned in the Huangpu, reports the N. C. D. News of 20th inst.

It seems that Hourihan and his friend J. McArthur, who until the previous day was employed as a gunner on the Chinese revenue cruiser "Zuikang," when he was transferred to the Coast Inspector's Office, were returning home in Pootung shortly before 4 o'clock. They wished to pass under a section of the Municipal Jetty to the other, but owing to the darkness they could not see that the connecting bridge had been removed, and, walking on, with no thought of danger, they were both precipitated into the river. Hourihan, who is said to be a strong swimmer, sank, and was not seen to rise again. McArthur, however, soon rose to the surface, and his cries for help were quickly responded to, and he was taken from the water by some Chinese on one of the ferry steamers that ply between the Municipal Jetty and the Pootung wharf.

The River Police at once sent a party of the accident, and they lost no time in instituting a search for the body. At about six o'clock it was located near the jetty, and brought to the surface. It was removed to the Fearon Road Mortuary, where an inquest was held by Mr. A. J. Hadley, American Consul Vice-Consul, Hourihan being an American citizen.

The circumstances surrounding the fatality are said to be as follows: Hourihan was only 31 years old, was a married man with a family of four children. He joined the Customs service in November, 1905, and was held in high opinion by his superiors. He was also a private in the 1st Battalion of the 1st Regiment of the 1st Division, and for to form a fire-party at the funeral to-day, an application having been made to allow the deceased to be accorded full funeral honours. Among his fellow-plumbers he was always known as "Happy" Hourihan.

It will not doubt be remembered that the southern section of the Municipal Jetty was removed to Pootung for renovation some weeks ago. It was recently replaced, but for some reason the bridge that connects the two sections was not laid in its original position, and there was a gap of about 12 ft. between the two jetties.

A CHINESE married woman and a widow were charged before Mr. J. R. Wood at the Magistrate's Court on Monday with kidnapping and detaining a nine-year-old native girl. The defendants were remanded. A coolie who was charged in connection with the same case was also remanded.

KOWLOON CRICKET CLUB.

PROMENADE CONCERT.

25th inst.

On Saturday evening that enterprising and flourishing organisation, the Kowloon Cricket Club, held their annual promenade concert, and, if any proof were required concerning the popularity of the K.C.C., it would have been found in the very large attendance that was present. And as it turned out, the concert was a great success. In the first place, it was favoured by the best possible weather conditions—one of the first considerations at all for a promenade concert such as this. The arrangements which had been made for ensuring the comfort of the audience, were excellent. Last but by no means least, the talent which contributed to the evening's entertainment was far above the average and altogether good.

The concert was under the patronage of His Excellency Sir Henry May, K.C.M.G., Officer Administering the Government, who with Lady May and the Government House party were met and welcomed at the entrance of the grounds on their arrival by Sir Horace J. Mody, the President of the Club. Commodore Eyles was also present. For the occasion, the grounds and pavilion had been ablaze with red lights and above the gateway the device "K.C.C." was picked out in coloured lamps; the stage, erected in front of the Pavilion, was gay with bunting and multicoloured lanterns; rows of Japanese and Chinese lamps were suspended along the passage ways throughout the grounds; and the whole scene was dominated by brilliant Kiteon lights.

Band music was supplied by the 13th Rajputs who acquitted themselves in their various selections with great distinction, every item being heartily applauded by the audience. Amongst the pieces played by the band perhaps the most successful were "The Dollar Piece" and "Songs of Ould Ireland." The first vocalist to confront the audience was Mr. R. E. White, who was in his voice and delighted everyone with his rendition of "The Last Watch" and subsequently with "The Village Blacksmith" and "Glorious Devon." Mr. E. Ede Abney also made a good impression in his song "My Dreams" (Tosti) which was nicely sung and hugely applauded. An instrumental trio was contributed by those well-known local performers, Messrs F. C. Barlow, E. J. Chapman and G. S. Archbutt; their clever playing won hearty plaudits from the listeners.

Nor did the programme lack in the lighter side of concert entertainment. Principal in that direction was Mr. "Gus" Gregory of the Canton Customs whose powers and versatility as a comedian are a proverb on the Shamoon and whom we have not had many opportunities of more recent years of hearing in Hongkong. Mr. Gregory was in the best of form though he has not long been out of hospital. His comic songs and patter were inexpressibly funny and kept the audience in continuous laughter. His musical farce "The French Conductor" was heartily enjoyed. As a comic singer, Mr. Walter A. Hannibal, who made his greatest hit of the evening, perhaps with his song "The Happy Married Man" was also very clever in his "Pai, pai, pai" parody. Varieties were lent to the entertainment by a masterly sword display by Corporal Burgess (King's medalist). Mr. George Gribble as the comedian, and he accompanied that important part of the evening's entertainment in his customary tenfold fashion.

It was nearly midnight before the concert was brought to a close with "God Save the King" and it says much for the excellent nature of the concert that none of the audience left before the finish. On the whole, the Committees of the Club are to be heartily congratulated on the good results which attended their efforts in arranging their annual musical festival.

AQUATIC FEATS.

V.R.C.'S SUCCESSFUL FUNCTION.

25th inst.

There was a pretty large number of people at the opening of the new V.R.C. Swimming Bath on Saturday. The attendance must have numbered fully 300. The opening water polo match was very good in the first half, both sides only scoring one goal each, but in the second, the big Artillerymen simply did as they pleased with the Boys, and had very little difficulty in scoring an additional 5 points, bringing the final score to 6 goals to one.

The Clubhouse and Bath looked very pretty, being decorated with bunting and pot plants, and the Committees have decided to hold another feast in two or three weeks' time, when the ladies of the Colony will be invited.

The Two Lengths Handicap was very good, W. J. Carroll (owes 6 seconds) winning in 36 seconds. The 2nd heat was won by H. J. White (owes 5 seconds), time 36 1/2 seconds and the third heat by J. M. O. Lopez (owes 8 seconds), 34 1/2 seconds. The final was very interesting, as, according to the time done, a struggle was anticipated, and this proved to be the case, W. J. Carroll winning in 36 1/2 seconds, with H. J. White a good second.

The Ploving brought out a very big number, and after some very keen diving R. O. Wicheil just beat A. S. Ellis by about a foot.

Diving for Objects was another interesting event, F. B. Silva bringing up 17 small diving cups, D. E. Carvalho 15 cups.

Swimming under Water was won by D. E. Carvalho, who covered 232 feet, and was an easy winner, C. J. Cooke, the second man, only doing about 185 feet.

The Team Race resulted after some very fast swimming in a win for the following team: W. Petersen, A. H. Carroll, A. S. Ellis, Carl Bunji, J. A. S. Alves and W. J. Carroll. Three teams completed, and only about a yard separated the winners from the second team.

Water Polo created a bit of a surprise, as the Blues were looked upon as the winners, but after a good struggle, the Whites managed to snatch victory from the favourites, scoring 2 goals to nil.

The following comprised the teams: Blues—A. H. Carroll (Capt.), L. E. Lammett, J. M. R. Parera, A. S. Ellis, R. O. Wicheil (Goal), A. J. V. Ribeiro and L. G. Lordeiro.

Whites—F. L. Reza (Captain), H. A. Lammett, W. Petersen, O. A. O. Rodriguez, K. Tait (Goal), R. A. Carvalho and J. M. O. Lopez.

KOWLOON-CANTON RAILWAY.

RESUMPTION OF LAND.

Extensive resumptions of land for railway purposes were undertaken last year. Kowloon Island Lots Nos. 443, 1,140 and 1,141, containing a total area of 159,527 square feet, being acquired for \$450,000. A small area (the remaining portion of Mongkok Lot 55), containing 11,520 square feet, was resumed by private treaty for the Kowloon-Canton Railway at a cost of \$1,000 and a third area, 73,177 square feet, was resumed from Kowloon Farm Lot 4 by private treaty for \$13,500, in connection with the extension of Argyle Street, Kowloon.

THE HONGKONG MURDER.

FURTHER DETAILS.

The shocking murder of the Russian sailor in Fearon Road yesterday morning, reported in these columns last night, still remains an unsolved mystery though Insp. Bourke, Sub-Inspector Gibson, Det. Sub-Ins. Fitzgibbon and Detectives Reeves and Rye have been working steadily on the case since it was first discovered, says the *Shanghai Mercury* of 16th inst. As time goes on the affair becomes more complicated. It transpires that the murdered woman's name was Mary Imlaham. She was of about thirty years of age and had for some time occupied the upper part of the house part being used by an Austrian woman of the same class named Nida Ellipir. On Wednesday night the deceased is said to have had a row with some Russian sailors who later went away, but she reported to have visited the house again on Thursday night, but since then no trace of these men has been found. Two Chinese servants employed in the house say that the French sailor Eubank remained in the house all Thursday night and went away at 4.30 a.m. on Friday but returned almost immediately afterwards and got a card from the deceased, going away the second time at 4.45 a.m., the two servants then going back to sleep just inside the door. The servants claim that they heard nothing, while the woman who lives on the ground floor tells the same tale and says that later in the morning she went to the market. The woman said that when she returned to the house she was accompanied by a Russian hawk who went upstairs with her and then found the door unlocked and the deceased lying dead on the bed. The body was discovered about 11.45 a.m. and the alarm given and the police who arrived within a few minutes found the body still warm, so that the crime had only been committed a short time previously. Among the blood stained bedding was found a pillow with several clearly defined blood stained finger prints, and these no doubt will serve as a valuable clue, in addition to the strands of hair which were found clutched in the dead woman's hand, and were evidently torn from the head of the deceased. There is on the left arm, which looks to have been done with a woman's teeth, one of which had been somewhat irregular in shape. That robbery was the object there seems to be no doubt as a box was found broken open and a quantity of jewellery known to be possessed by the woman is missing; but on the floor near the bed was found a gold ring mounted with one ruby and two sapphires. Another thing that adds to the mystery is that when the woman's trunk was opened, the keys of which were found clutched in her hand, one of the servants was found covered with blood. How this coat got in the trunk is at present a puzzle. The movements of the sailor before mentioned had been closely traced and during the day Inspector Bourke and Detective Rye accompanied by one of the French Consular authorities visited the cruiser Alger where it was learned that the sailor had returned on board about 3.30 a.m. and had signed the book, noting his return from shore leave. The seamy who was on duty at the gateway stated that the man's clothes had signs of blood on them, but when the sailor himself was asked to point to the clothes he had been wearing, it was learned that they had been sent to the wash. A knife was found and belonging to the sailor, having a blade about four inches long on which were some stains. There at first appeared to be blood but on a close examination proved to be rust spots. The sailor is now practically eliminated from the case. During the afternoon a man who had at times associated with the murdered woman, the woman Ellipir, who lived downstairs, the two servants and the Russian hawk were taken to the Hongkong Station where they were closely questioned, though no formal charge has yet been made against any of them. Nothing of any importance has yet been learned from any of the suspects. At present the house where the murder was committed is sealed up and is in charge of the police who meanwhile are diligently at work on the case. A post mortem examination was made this afternoon by Dr. Murray assisted by a French doctor. An inquest is also being held by the Russian authorities.

IMPORTANT DISCOVERY—A NEW THEORY. With the practical elimination of the French sailor from the crime a new theory which may have the most important bearing on the case has been put forward, and with it a rather peculiar discovery has been made. Circumstances have, as already stated, shown that the sailor did not return to the house as the police had been informed by the other woman living there, and while this arouses suspicion, the disappearance of certain of the neighbours from the vicinity has not passed unnoticed. The room in which the woman was murdered was at the back of the house and overlooked a narrow alleyway running parallel to Fearon Road. At this point it is only a few feet in width, and the windows of the houses on either side face each other. Yesterday afternoon an attempt was made to see whether it was possible to reach the murdered woman's room, from the house opposite, and a representative of the Russian Consulate-General was able to step from one window to the other and gain access in the easiest possible manner. This shows that a man of small stature but possessed of ordinary agility could have made his way from the house in the inside row, and if unable to actually step across a slight spring would take him there. In view of the heat the windows would be left open, and were the woman asleep the murderer would be able to carry out his foul work without much ado.

This second theory, in which, however, the fact that the woman was of the same ilk as the sailor, is not taken into account, was put forward by a man who had been associated with the murdered woman, the woman Ellipir, who lived downstairs, the two servants and the Russian hawk were taken to the Hongkong Station where they were closely questioned, though no formal charge has yet been made against any of them. Nothing of any importance has yet been learned from any of the suspects. At present the house where the murder was committed is sealed up and is in charge of the police who meanwhile are diligently at work on the case. A post mortem examination was made this afternoon by Dr. Murray assisted by a French doctor. An inquest is also being held by the Russian authorities.

IMPORTANT DISCOVERY—A NEW THEORY. With the practical elimination of the French sailor from the crime a new theory which may have the most important bearing on the case has been put forward, and with it a rather peculiar discovery has

r. Brit. ship *Sutropella*, 2,635 tons
load in November/December.
Ball Tonnage Disengaged:—None
Departure of Ballers:—None

The Colowan Affair.

RETURN OF THE TROOPS.

VASCO DA GAMA MEN TO RELIEVE.

The gunboat *Patia*, which brought back the naval contingent from Colowan, returned to Macao yesterday with a detachment of 150 men from the *cuvi* *da* *da* *da*. The *Patia* arrived at Macao yesterday afternoon.

The Portuguese troops, who had been sent to the "front" at Colowan, are returning to Macao. Yesterday companies of the European soldiers and Indian troops were seen marching to the train station. They wore the appearance of having done rough service on the rugged hills of the island.

The gunboat *Macau* has left Colowan and is now at anchor at Macao harbour, so also is the *Patia*. The necessity for the blockade no longer exists. Several units of the Chinese fleet have also put into the Inner Harbour, leaving only two gunboats off Colowan.

FINAL OPERATIONS.

There are still left on the island a corps of 150 men of the Macao garrison. On Saturday last, in the evening, the men again scoured the island and came across a quantity of arms and ammunition which they seized.

An interesting discovery was made of internal communication in a row of houses formerly occupied in one of the villages of Colowan. In going over the place a few men found an underground passage of the *Macau* embedded in the mud wall of a native house. This led to the discovery that the party walls between every two houses were so constructed that they could be knocked down without any effort and that afforded through communication from one end of the row to the other end. This was with the object of facilitating escape in the event of any one of the houses being raided when the pirates happened to be in occupation.

THE CAPTURE OF PIRATE LEUNG.

Already reported in the *Hongkong Telegraph* also furnishes interesting details. It should be noted that the man Leung although bearing the same name as the pirate, but a third in command. When the men of the *Dona Amalia* were landed on Sunday week and after the morning's bombardment, the naval and military contingents scoured the hills for the pirates who were supposed to remain in hiding. While they were searching in small companies a unit of the artillery noticed an inordinately large bundle of hay on the hillside. He remarked to two of the *Dona Amalia* "handy men" that that heap of straw looked suspicious and he would not be surprised if a pirate were in hiding there. Saying so he threw the lighted stump of a cigarette into the bundle of hay and soon a column of smoke shot up to the sky. The men then rushed to the spot and found a man crouching in the very next instant these two men were on the top of the soldier who, by this time, had his back turned to the lighted bay with his rifle slung on his shoulder. Observing what the pirates' intentions were, the two soldiers levelled their loaded rifles on the man and seeing that they were covered by the sailors, Leung and his confederate saw that their game was up and surrendered to the sailors. Thus is the picturesque story of the capture of Generalissimo Leung's factum, a story whose accuracy is vouched for on the authority of an official who had taken part in the recent encounter.

NAVAL CONTINGENT'S RETURN.

The naval contingent despatched on board the *Patia* from the *Vasco da Gama* on Friday returned to Hongkong yesterday. They were brought back on board the *Patia* which, after transferring the men to the senior ship yesterday, returned to Macao the same afternoon.

DESCRIPTIVE AND LEGENDARY.

The island of Colowan may now be considered as thoroughly pacified and the recent campaign against the pirates at an end. The Macao weekly to hand this morning contains nothing that is new to Hongkong readers and far less than has been reported in the English press in Hongkong. In a leading article, however, our Portuguese contemporary gives a very imperfect description of the island, which might have been easily amplified by a reference to the excellent chart published by the British Admiralty. We give below a literal translation of the article:—

All speak of Colowan, but there are few who know the island. Generally, Colowan is spoken of as a traditional refuge for pirates, and nothing more. Of its geographical position, of its agricultural possibilities, of its flora and fauna, of its ports and the ichthyological specimens confined in the waters which surround it, of its strategic value and, lastly, of its history since Portuguese occupation, little or nothing exists in writing.

It is, therefore, not easy for us to a hurried newspaper article to give a description of the island in a manner to completely satisfy the curiosity of our readers.

Nevertheless, we will endeavour as far as possible, by linking the notes, which the enlightened Rector of St. Joseph's Seminary has furnished us, with certain of our reminiscences of an excursion, two years ago, to Ko-ho, the fortress and the village, to give an idea of the island of Colowan.

We will begin, further, by the way, that there are many old and well-informed people at Macao, who have never seen that island, just knowing it by tradition because of the fact that, conjointly with the island of Taipa, it forms a district and military post which forms part of the province of Macao.

ITS SITUATION.

The island of Colowan is situated some six kilometres to the south-west of Macao, and has a length of about four kilometres and almost three in breadth, thus having an area of over eleven square kilometres. It is distant about two kilometres to the south of the island of Taipa and about one kilometre to the east of the *Wang-kum*. [The muddy bed of the water—Ed., J. A. 71. It is larger than Macao, since this peninsula has, as much, a superficial area of seven and a half square kilometres: it lies in 11° 22' N. and 102° 13' E. W. meridian of Greenwich.]

The ground is formed of irregular natural rocky slopes. The island is unlivable for its greater part, about ninety per cent more or less. Here and there are seen richly cultivated plots of ground. Here and there are found springs of crystalline and potable water.

THE COAST LINE.

Its coast line is most irregular, and its shores are extensive, being availed of for oyster rearing. At certain places, on the south side for example, there are good anchorages with more than three feet of water. In the bay of *Hak-ka*—one of the bays of Colowan—deep-sea vessels can anchor.

The village of Colowan is, so to speak, all composed of pirates. If they are not active pirates, they have been in the past or are in the activity, or lately have been or are to be, active.

The trade of the village subsists on pirates; *fentan* exploits the pirates; the salt fish industry is carried on for the supply of pirates.

Outside the village, there are hamlets here and there, the largest being at Ko-ho where there is a detachment of Portuguese forces, composed of one European sergeant and some eight or ten "Maharajas" (Indian soldiers).

THE GRANITE QUARRIES.

Around the island give occupation to a particular class of the population, known as the "Chiosse" of the quarries, who live by their honest labour and are at perpetual war with the pirates who, now and again, worry and pillage them.

In the village, at the guard house on the skirt of the sea, there resides a military official as subordinate commandant and the deputy of the Administrator of the Council; the deputy leads a most idyllic life, having for his companions an interpreter and a few soldiers. More to the south there exists an ancient fort with an old gun and four soldiers.

There is on the island a network of land telephone lines which places in communication the residence of the official in the village with the fortress and the military detachment at Ko-ho. From the latter place to the village there is a cart road in very bad state of repair, and a road round the island was begun, but like all our projects, it was not completed for want of money.

PIRATE CAVES.

In the hilly part of the island tradition has it that there are pirate caves, dens, which are entered by narrow crevices which usually admit of the passage of two persons together or a single stout one. It is said further that these caves are divided into galleries which serve as depots, arsenals, and hiding-places, etc. These caves have, at a great distance, another mouth or outlet leading to the seashore. This is what legend says. In these caves and in certain houses in the village the pirates hold their hostages some in captivity and others with homage.

RETURN OF CANTON DEPUTY.

[From Our Own Correspondent.]

Canton, 24th July.
The chief deputy of Foreign Affairs, Taotai So, who was sent to Colowan by the Viceroy last week to ascertain the conditions of the island, returned to Canton yesterday afternoon on board the shallow draft cruiser *Kiangtao*. It is learnt that Commodore Wu, with the Chinese fleet, will remain in the neighbourhood of Colowan to watch further Portuguese operations there.

HOW NEWS IS MANUFACTURED.

A Chinese telegram says that Viceroy Yuan Shu-hsia has reported to the Government by telegram that the Chinese at Macao have killed six Portuguese and the Portuguese Government has sent men-of-war to occupy the Huo Chiu Island. He reported that he has ordered Admiral Li Chua to take 6,000 troops and six gunboats to the place and hostilities will be begun.

GENERALISSIMO IN HONGKONG.

REPORTED CAPTURE LAST NIGHT.

In our Portuguese contemporary *Vida Nova* of the 24th instant, under the heading of "Colowan News," one paragraph states:—
"The rumour is current here that the chief of the pirate bands, Leung Yi Wa, is harbouring in Hongkong. It is also asserted that Pang Mui, another of the pirates, and the rival of Leung Yi Wa, having in ability to supplant the latter, offered to come to arrangements with the Chinese Government, and was captured by a mandarin, whilst his man was recruited as soldiers by the Imperial Government. Also it is stated that it was Pang Mui and his men in Chinese Territory who had not given peace to Leung Yi Wa's hire."

IN HONGKONG THIS AFTERNOON.

A rumour began to gain currency that Leung Yi Wa had been hiding in this Colony, for some time past, and that he had actually been arrested last night. Information in official quarters could not be elicited on the subject. All the officials approached were entirely reticent on the matter of the reported arrest of the pirate generalissimo; yet from other sources we learn that the arrest of this desperado leader was actually effected last night and that he is now in safe custody pending the completion of the necessary arrangements for his extradition.

Although the Police refuse information regarding the circumstances of Leung Yi Wa's arrest, it is a well-known fact that there has been the most vigilance maintained by the Secret Service Department here ever since it became known that Leung had

SLIPPERED THROUGH THE FINGERS.

of the troops, and eluded the war vessels, sent out to effect his capture at whatever cost; and it was thought quite within the bounds of possibility that he would seek refuge in Hongkong. As it turns out, that appears to be just what the hunted pirate did, and his captors may well consider it to be a feather in their caps that the Hongkong authorities have accomplished what the combined punitive forces despatched against the pirates failed to accomplish—namely, the capture of this notorious rascal who has held the whole of the districts near Colowan in constant terror.

THE EXTRADITION.

As in other extraditions of great criminals, this will very likely be effected very quietly, and outwith the knowledge of the general public, by means of a Chinese gunboat.

ANOTHER PORTUGUESE CASUALTY.

[From Our Own Correspondent.]

Macao, 25th July.
The discovery of another, and apparently the most important, pirate cave to-day led to a Portuguese soldier, No. 130, attached to the Police Corps on special duty at Colowan, applying for the Commandant's leave to enter the secret den of these desperate marauders. The entrance to the cave is a very narrow one. As soon as the soldier entered it he was assailed by the size and appointments of the cavernous stronghold, for the place had a good supply of furniture and was lit with a number of lamps. The pirates accorded him a warm reception of rifle shots, one of which found a lodgment in the fleshy part of the arm and the other slightly injured his thigh. The man was fortunately safely rescued. A companion accompanying No. 130 was less fortunate, as he has not since been heard of and is supposed to have been made a prisoner, if not killed, by the pirates.

The Police at Colowan have requisitioned the services of a European foreman of the Public Works Department to superintend the smoking out of the pirates in their burrow by means of sulphur, felling the success of which depends of the cave will be caused to surrender. If they refuse to do that an explosive will be fired into the cave.

TURNED KING'S EVIDENCE.

One of the captured pirates has offered his services to the Government to conduct the soldiers over the island and point out the entrances to all the caves, on condition that the Portuguese Government would not consent to his rendition to the Government of China, but would try him under the laws of Macao. The conditional offer was accepted and the pirate has since been rigged out in the uniform of a lokung and given a badge and hat and sent across to Colowan.

PATRIA FOR COLOWAN.

The *Patia* left at 11 p.m. to-night for Colowan and will anchor in Hak-nai Bay. The gunboat *Macau* has been unable to join her owing to boiler cleaning. She lies in the harbour. From a visit to the *Macau*, I could see the effects of the steel bullets from the pirates' Mausers. One actually penetrated the door of First-Lieut. Pinto Basto's cabin. Another struck and pierced the funnel, while the hull plates have been splattered in several places.

It was an extremely fortunate circumstance that no one on board the gunboat was injured.

MEETING AT CANTON.

[From Our Own Correspondent.]

Canton, 25th July.
A meeting was held yesterday by the Canton Association for the Protection of Boundary Rights in connection with the recent Colowan affair. At the meeting, great sympathy was expressed by those present with the unfortunate villagers, other than the limit of the Colowan, who were not being able to distinguish at the time between the good and the bad. Although not a few of the desperadoes harbouring in Colowan have been killed and arrested by the Portuguese, a number of them are believed to have managed to make good their escape and these are still able to enjoy their liberty and to create disturbances elsewhere. The meeting decided that the Association should undertake the duty of devising means to prevent the surviving robbers from becoming active again and so disturb the peace of the people. It was therefore resolved at the meeting that the Viceroy and the Admiral should be requested to consider the importance of the recent trouble in Colowan and to give orders to station permanently a gunboat in Chinese waters to cruise around the island of Colowan in order to prevent the robbers from returning to their lairs and attacking the villages in the neighbourhood as well as to prevent the Portuguese from encroaching further on Chinese territory.

Commodore Wu, side-de-camp to Admiral Li Chua, who was sent on an expedition to Colowan a week ago, returned to Canton yesterday.

A CHINESE TELEGRAM.

A telegram to Chinese papers says that Viceroy Yuan Shu-hsia has reported to the Throne, that some Portuguese soldiers who persecuted the Chinese had been killed; whereas the Portuguese authorities sent three men-of-war and fired on the people. The Viceroy says, that this action was intentional provocation to hostilities and the Kwangtung people roused to indignation, and it is feared that the situation will involve serious complications.—N. C. D. News.

CHINESE OFFICIAL VERSION.

25th Inst.
According to the local Chinese papers, Viceroy Yuan Shu-hsia in Canton has dispatched telegrams to the Viceroy and Governors, in the following terms. In the years of Tiao Kwang the Portuguese had built forts on the island of Colowan, which has been a nest of malcontents. In the last month a dozen or more of students in the Sun-ning district had been taken prisoners by the malcontents and held for ransom. As the boundary question was pending, the Viceroy says that he could not ask the Macao Governor to take steps, and thus acknowledge Portuguese jurisdiction; neither could he send troops to raise international complications. Meanwhile applications were made by parties concerned to the Macao Governor, who sent troops to effect the arrest of the malcontents. A few men were, however, killed by the malcontents. A fresh attack was also reported, and the desperadoes took the Portuguese forts and inflicted loss on the Portuguese. Then the Portuguese shelled the place, retook the forts and rescued the students and others who had been kidnapped. For several days the Portuguese blockaded the place. The Portuguese did not allow the Chinese troops to act. As the boundary question is pending, although applications had been made to them, the Portuguese were wrong in not informing China beforehand of the steps they took. The siege, however, was really to suppress the malcontents, and no persons have been rescued. As the Chinese telegrams may spread, the Viceroy sends this telegram for general information. He also says that though the Chinese were prevented from operating against the malcontents, gunboats were ordered to exercise vigilance in patrolling the Chinese territory and delegates have been sent to report on the situation. Peace reigns in Hongkong and Canton.—N. C. D. News.

OPUM SMUGGLING.

Two weeping women of Canton stood in the dock of the second police court to-day charged with offences against the opium laws of the Settlements, reports the *Strait Times* of 21st inst. They were charged, firstly, with having been in possession of chandu other than Government chandu and, secondly, with attempting to export the same. A bill of revenue officer stationed at the Foreign Wharf stated that he saw the women boarding the steamer *Huifong* which runs between this port and Batavia. Their appearance aroused his suspicions and he detained them. On being examined by a female searcher the women were found to have chandu, to the value of \$75, in leather bags tied round their bodies. The accused pleaded guilty but said that the chandu was intended for their aged father who was lying ill in Batavia; they had wanted to send the weed to him by the *Huifong*. One woman was fined \$300, or one month's rigorous imprisonment, on each count, and the other \$150, or six weeks' rigorous imprisonment, on each count.

An ingenious method of smuggling was described in another case against a Cantonese immigrant. A marine police constable, who was on duty at Tanjong Pear Wharf when the steamer *Fook Sang* arrived from China, observed accused among the passengers who were landing. The policeman reflected that the man had abnormally well-developed calves, but when he examined them he found that their bulk was due to a bundle tied on each, while each bundle was found to contain four tin of chandu. The value of the stuff was \$51. Accused stated that he brought the chandu from Hongkong, but he did not know he was breaking the law. Despite his ignorance, however, he was convicted of being in possession of chandu other than Government chandu and of importing, and was fined in the aggregate \$500, with the alternative of four months' rigorous imprisonment.

THE MACAO PIRATES.

A TERRITORIAL QUESTION.

Peking, July 25.
An interesting situation has arisen in connection with the Colowan incident which, otherwise, is closed. The Chinese expect that forty pirates who have been captured on the island of Colowan will be handed over to them, on the ground that they were apprehended in the Chinese territory and that the kidnapping of the twenty rescued Chinese, which provoked the incident, occurred in China.

It appears that Chinese gun-boats offered to co-operate with the Portuguese, but the latter refused to view the territorial dispute, and insisted on the fact that the Portuguese have policed Colowan. The relations of China and Portugal are, however, most friendly.

CONFERENCE AT PEKING.

According to Chinese dispatches Peking Tsai Hui recently proceeded to examine the works on the Imperial mausolea and Admiral Sal urged his return to confer with him on the Colowan affair. The admiral telegraphed an order to Tsai Wei-hua in Canton to deal with the situation. It is also stated that the President and Vice-President of the War Ministry, Prince Yi Lang and Admiral Sah have held close conferences on the affair, and the latter fearing that the Chinese men-of-war may resort to hostilities, proposed to proceed to the spot himself and cope with the situation.—N. C. D. News.

ALGERS OF THE EAST.

It appears that the Monte Carlo of the East is ambitious to shake up the Algiers of the East. The Algerians in the good old days before Lord Exmouth put an end to one branch of its activities. There has been a good deal of complaining and cavilling against China on account of the operations of pirates on the West River, and a good deal of capital has been made out of the fact that China had been unable to suppress this scourge, which was said to be destroying the commerce of the river. We have before recorded the placing of four new river gunboats on the waters of the Canton Delta in order to cope with an evil, but the difficulties with which the Chinese Government has to cope have never been realized until this week, when it transpires that the principal claims foreign protection, being domiciled on the island of Colowan, one of the small group which together with Macao itself forms the Portuguese Colony. The strength of this band of desperadoes can be gauged from the fact that for a week the Portuguese authorities have been bombarding the stronghold and only succeeded in dislodging them after hand to hand fighting and the loss of quite a number of lives on the Government side. It is scarcely to be wondered at that the Chinese authorities have had difficulty in suppressing piracy when the pirates could claim foreign protection. It is not difficult to imagine what

A TERRIBLE HULLABALOO there would have been if a Chinese river gunboat had fired on a pirate junk sailing from Colowan. How quiet a pirate junk may be to the status of a peaceful and innocent vessel there is no need to tell, and a single shot fired on such gentle craft would be sufficient to cause angry protests from the Portuguese authorities to be sent to Peking, with demands for the dismissal of the Canton Viceroy.—National Review.

A NEW LINE-THROWING GUN FOR THE HONGKONG LIFE-SAVING VOLUNTEER CORPS.

Fortunately for Hongkong, we have been immune from the typhoon for long that the services of the Sectional Life-saving Volunteer Corps has not once since its formation been called upon to take active part in the work for which its units volunteered when the Corps was organized more than a year ago under Commander C. W. Beckwith, Assistant Harbour Master. True, their organisation had become an accomplished fact before the October typhoon last year, on which occasion, however, their services were not requisitioned. Its non-appearance may have led the public to believe almost that the Corps has ceased to exist, but this is by no means the case. It may also have led people to forget the *modus operandi* followed by the Corps in the case of

A TYPHOON occurring. In such cases, the Volunteers are summoned to their respective posts by Commander Beckwith. Three or three stations are placed along the water-front on the island—Central, East, and West. At each of these stations on the Praya are kept permanent supplies of life-buoys, life-lines and rockets. When need calls, each squad mans its respective apparatus and does its best to assist those in peril in the Harbour waters.

To the apparatus already at their disposal, we understand that there is about to be added a very important typhoon-fighting weapon in the shape of a

LINE-THROWING HAND GUN.

This gun is of German make and has been introduced to the notice of the Harbour authorities by Messrs. F. Blackhead & Co. It is new to the East, but is in use in every coastal station on the German coast, where its excellence as a life-saving agent has been fully demonstrated.

The gun can be used by one man, the most powerful person on board an ordinary ship. Of course, the charge used is a very heavy one, and to counteract this there is a rubber cushion attached to the buttend. Round the nozzle is affixed a ring

WITH THE LINE ATTACHED.

This ring again is connected with a plate that covers the mouth of the gun. When the gun is discharged, the ring is sent soaring through the air whilst the line pays off itself from a reel. By this means a line can be thrown some 300 or 400 yards, or even more.

When Messrs. Blackhead and Co. first got the gun out from Europe, a test of its powers was made off the Company's launch in the Harbour. Mr. E. Thiel fired the gun, and the line was sent for a very great distance with perfect accuracy of flight.

On the gun being submitted to the Harbour authorities last week, a test of its powers was made over in the New Territory, under the direction of Lieut. Beckwith, and we understand that the results obtained were so good that the Government have decided to adopt it as part of the equipment of the Sectional Life-saving Volunteer Corps.

As already mentioned, the gun has been found to do excellent work on the German coast; and it should, therefore, answer a very useful and humane purpose when employed in the typhoon-stricken waters of Hongkong.

THE voyage of any Chinese passenger ship from Hongkong or any port of China to any port of the Federated Malay States, has been declared to be a voyage of ten days' duration; and that accordingly the voyage shall be deemed to be a voyage of "not more than thirty days' duration" within the meaning of section 4 of the Chinese Emigration Ordinance, 1899, of Hongkong.

THE TOKYO SEITO KAISHA.

NEW SUGAR COMPANY.

A Tokyo message reports that a company called the Tokoku Seito Kaisha (Imperial Sugar Manufacturing Company) has been established. On the 27th at 9 a.m. a meeting of promoters was held at the Kinokuniya Club in Tokyo, at which the Articles of Association were considered and adopted and a provisional committee elected. The company is to be established at Tokyo, Formosa. The plant is to produce 1,050 tons, in what time is not stated. It is expected that about 150,000 bags will be refined the first half-year and 170,000 bags each succeeding half-year. The total capital is to be ¥5,000,000, divided into 100,000 shares of ¥50 each. Between September 1st and 1st October the capital is to be called up. The shares are to be offered to the public.

It is notified that (1) in the calendar year 1910 not more than 3,440 chests of Bengal opium will be offered for sale and not more than 5,600 chests in each month of the year; (2) that of the quantity to be offered for sale each month not more than 1,350 chests will be Bengal opium and not more 1,250 chests of Panna opium; (3) that no reduction will be made in these quantities without previous notice.

No further news has been received from home regarding the opium situation in China. Negotiations are proceeding, but no decision has been reached. The demand for opium for the 5th instant will take place as usual, and the Government of India have no intention of countering it.

THE OPIMUM TRADE.

NEXT YEAR'S SALES.

Similar, July 1.

GOVERNMENT HOUSE.

INTERESTING DISCUSSION BEFORE THE CHIEF JUSTICE.

25th Inst.
Before the Chief Justice, Sir Francis Pigott, in the Supreme Court this morning an argument was commenced in the case in which Kwok A Yan sued Kwok Sin Chai and Grouther Smith for (1) a declaration that the plaintiff was entitled to 8/9 of the property known as Nos. 8 and 10, Low Hing Lane situate on Section L of Island Lot No. 50 (2) an account of the moneys profits in respect thereof (3) a Receiver and (4) costs. It will be remembered that on the 7th July last judgment was entered for the plaintiff against the first defendant and judgment was given for the second defendant with costs. Mr. M. W. Slade, K.C., instructed by Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Cornall, appeared for the plaintiff and Mr. Eldon Potter, instructed by Mr. George Hastings, represented the second defendant.

Mr. Potter said that was a further argument on the question of an advance and *de jure* bonds. His Lordship—Was the *de jure* registered before the advance?

Mr. Potter—Yes, my Lord. The question is whether the *de jure* has priority over the advance.

His Lordship—Are you appearing in this action, Mr. Slade?

Mr. Slade—Yes, I have been instructed to appear on behalf of the plaintiff, just to save a little out of the wreck (Laughter).

His Lordship—Was he represented before?

Mr. Slade—No, he appeared in person.

Mr. Potter—It is a pleasure to have my friend here.

Mr. Slade—The plaintiff did not think herself capable of arguing the point (Laughter).

Mr. Potter—It is rather a hardship that we should have to appear in respect of one part of the case only.

His Lordship—It is a point of law, so it can't be hardship. It is very doubtful whether a re-hearing can be granted.

His Lordship—I've known a Judge who appeared in Court two days after he had delivered a judgment and said it was all wrong and that a re-hearing was necessary.

Proceeding, His Lordship said he thought a re-hearing could be granted.

Mr. Potter—The question is whether your Lordship has power to grant a re-hearing and thus constitute yourself a Court of Appeal.

His Lordship—Think so.

Mr. Potter—If your Lordship holds that opinion I'll not waste your Lordship's time.

His Lordship—No, no, I would like to hear argument on the point.

Proceeding, Mr. Potter said that the *de jure* bonds in that case was nothing more than a claim, which, being registered, was put on one's guard. It had no more power than a claim.

His Lordship—With regard to the *de jure* bonds you acted at your own peril.

Mr. Potter—I did not act at my own peril in this case. I had no more power than the action itself.

Continuing, Counsel contended that if he could prove that the plaintiff did not deserve the Court's aid the matter was at an end. She deserved no aid on account of her gross negligence all along, in allowing the deceased to register the property in deceased's name.

His Lordship—At that time your client did not appear on the scene. Why should the plaintiff deserve the Court's aid?

Mr. Potter—Because the plaintiff allowed the deceased to hold the property in deceased's name when she could have allowed the deceased to hold the property in the plaintiff's own name. Everybody knows that if a person gives money to another and allows any property to be assigned to the other's name, the other is entitled to deal with it in any way he wishes and that's exactly what happened in this case.

After further argument judgment was reserved.

FIGHT AT A MEETING OF CHINESE STUDENTS.

A scene of excitement was witnessed at the meeting of Chinese students at the Kiok-kan, Tokio, on Sunday, the 3rd July. The meeting was called in order to discuss the question of the Canton-Hankow Railway loan and of the opening of the Parliament.

Mr. Yu, the Chinese representative, opened the meeting and the object of the meeting was explained. After another speaker appeared upon the platform and stated his opinions. In the meantime, a certain Pail, who is a Peking journalist and a graduate of Waseda University, now on a visit to Tokio, stood up and began to state his views. He said, or meant to say, that the opening of the Parliament was as necessary as the construction of railways. As he is a student, however, he could not make himself clearly understood by his hearers. The hearers began to feel at him and he was compelled to leave the platform without finishing his speech. The chairman, seeing that the audience got noisy, asked them not to disturb the speakers. This advice threw the audience into a fury, and all stood up and made a rush for the chairman and the first speaker. The excited students struck the two with fists and sticks from all sides. The forehead of Mr. Pail was soon seen to bleed and the other also subjected to thousands of blows. Two policemen who were in attendance at the meeting intervened and took care of the two. On the other hand, the Kanda police were called to pacify them and 13 students were examined.

As to the cause of the trouble, it is stated that most of the students had agreed that the Canton-Hankow railway should be constructed as far as that could be done without a foreign loan and that there was no necessity for the earlier opening of the Parliament. But they heard that a representative of the movement for an earlier opening had come here and that he was going to persuade the students to assist in the movement. When Mr. Pail argued for the necessity of the earlier opening of Parliament they thought, therefore, that he and the chairman had been bought by the representative. It is stated, however, that the two were quite misunderstood.—Japan Times.

THE OPIMUM TRADE.

NEXT YEAR'S SALES.

Similar, July 1.

No further news has been received from home regarding the opium situation in China. Negotiations are proceeding, but no decision has been reached. The demand for opium for the 5th instant will take place as usual, and the Government of India have no intention of countering it.

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8271

星期四六月二統宣

SATURDAY, JULY 30, 1910.

大拜禮

號十三月七英治香

\$50 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £1,000,000

RESERVE FUND, £1,000,000

RESERVE LIABILITIES OF PROPRIETORS, £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNTS AT THE RATE OF 4 PER CENT. PER ANNUM.

ON FIXED DEPOSITS: For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Acting Manager.

Hongkong, 19th July, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

PAID-UP CAPITAL, £1,000,000

RESERVE FUND, £1,000,000

RESERVE LIABILITIES OF PROPRIETORS, £1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNTS AT THE RATE OF 4 PER CENT. PER ANNUM.

ON FIXED DEPOSITS: For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Acting Manager.

Hongkong, 19th July, 1910.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP, Yen 24,000,000

RESERVE FUNDS, Yen 10,250,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies: TOKIO, KOBÉ, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, HAWAII, SHANGHAI, CHANG-CHUN.

HONGKONG: INTEREST ALLOWED.

On Current Account at the rate of 4 per cent. per annum on the Daily Balance.

On fixed deposit: For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

TAKAO TAKAMICHI, Manager.

Hongkong, 19th March, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, Sch. Tals 7,000,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Königliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Badische Handels-Gesellschaft

Bank für Handel und Industrie

Robert Warnecke & Co.

Mendelssohn & Co.

M. A. von Rothschild & Söhne

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Köln.

Bayrische Hypothek und Wechselbank, München.

LONDON BANKERS:

Messrs. M. M. ROYCHILDS & SONS.

THE UNION OF LONDON AND SHIPPER'S BANK.

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON BRANCH.

DIRECTION DER DISCONTO-GESellschaft.

INTEREST ALLOWED ON CURRENT ACCOUNTS AT THE RATE OF 4 PER CENT. PER ANNUM.

ON FIXED DEPOSITS: For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. KULMANN, Acting Manager.

Hongkong, 3rd March, 1910.

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Receipts may be obtained on application.

INTEREST ON DEPOSITS: 4 PER CENT. PER ANNUM.

Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Acting Chief Manager.

Hongkong, 18th July, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP, GOLD \$5,250,000

RESERVE FUND, GOLD \$5,250,000

RESERVE LIABILITIES OF PROPRIETORS, GOLD \$5,250,000

HEAD OFFICE: 60 WALL STREET, NEW YORK.

LONDON OFFICE: THREE DUNDIE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 4 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates: For 3 months, 4 per cent. per annum.

For 6 months, 4 1/2 per cent. per annum.

For 12 months, 5 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.

N. S. MARSHALL, Manager.

Hongkong, 30th April, 1910.

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS: Alexander McLeod, Esq., Chairman.

C. Stephenson, Esq., Lee Yung Su, Esq., J. H. McMichael, Esq., O. R. Burkill, Esq., J. A. Wattin, Esq., Managing Director.

A. J. Hughes, Esq., Secretary.

S. B. Nell, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force, \$37,855,885.00

Assets, \$1,155,550.00

Income for Year, \$560,550.00

Insurance Fund, \$210,013.00

LEFFERTS KNOX, Esq., Hongkong, District Manager.

B. W. TAPPE, Esq., Canton, Macao and the Philippines, District Secretary.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G., T. F. Hough, Esq., O. J. Lufrens, Esq.

Hongkong, 16th July, 1910.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 15 minutes.

7.30 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 6.30 p.m. Every 15 minutes.

Trails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR SHANGHAI, LONDON, &c., via usual Ports.

DEVANHA, Capt. H. Powell, Daylight, 4th Aug. Freight and Passage.

ASSAYE, Capt. Owen Jones, Noon, 6th Aug. See Special Advertisement.

POONA, Capt. A. F. Vign, 10th Aug. Freight only.

PERA, Capt. W. W. Cooke, R.N.R., About 10th Aug. Freight only.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 30th July, 1910.

Intimations.

LANE, CRAWFORD & CO.

FOLDING CANVAS BEDS.

OPEN

\$8.00 each

Closed

With MOSQUITO FRAME AND CURTAIN \$15.00 COMPLETE

THIN SUMMER BLANKETS. \$3.50 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO.

Kupper's Pilsener Beer.

The Leading Beer in the Far East.

SOLE AGENTS: CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 27th June, 1910.

Hotels.

TRY WEISMANN'S PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 20th July, 1910.

HOTEL CRAIGIEBURN.

Prunkert's Gar, the Park, near the Tram Terminus Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 22nd July, 1910.

Shipping—Steamers

HONGKONG, CANTON, MACAO

ANT.

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 25th July.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

TUESDAY, 26th July.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

WEDNESDAY, 27th July.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

THURSDAY, 28th July.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

FRIDAY, 29th July.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SATURDAY, 30th July.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

SUNDAY, 31st July.

10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 31st JULY, 1910.

The Company's Steamship "SUI-AN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 5 P.M.

By kind permission of Col. Prior and Officers, the Band of the 13th Rajputs under Bandmaster Coke will play during the trip.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the steamer returning from Macao at 5 P.M.

First class fare by steamer leaving at 1 P.M. and returning with excursion steamer at 5 P.M. \$4. Single Fare also \$4.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 560 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice versa by the Company's direct steamers "Linton" and "Santal." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier.

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909.

A. F. DAVIES, Manager.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor.

N. BEUMERHAL, Manager.

Telephone 177. Telegrams "Astoria."

THE "REMINGTON" TYPEWRITER

It is not the cheapest when purchased, but it is the cheapest in the long run, as is proved by the fact that the number of Remingtons sold annually is many greater than that of any other make.

It has always been and is to-day the recognized leader among writing machines.

It does the best work and keeps doing it for the longest time.

CAUTION.—Beware of skillfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now. They are offered at low prices and appear new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON: REMINGTON & CO. (Incorporated in U.S.A.)

Intimation.

Public Company

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

Powell's

Alexandra

Buildings.

ARE
PRODUCERS
OF

THE MOST
UP-TO-DATE
TIME AND
LABOUR-SAVING
DEVICES.

IN
MODERN.
OFFICE
FITTING.

FILING
CABINETS.

With nests of
drawers

SUITABLE FOR

Every Description
of
NUMERICAL

and

ALPHABETICAL
FILING

DESKS,

CHAIRS,

TABLES,

BOOKCASES,

CUPBOARDS, &c.

PARTICULARS ON APPLICATION.

W.M. POWELL,
LTD.
HONGKONG.

Hongkong, 29th July, 1910.

Public Company

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY MEETING OF THE SHAREHOLDERS OF THE COMPANY will be held at the Office of the Company, Hotel Marston, on 11 ESDAY, the 30th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, and for the purpose of electing Directors and Auditors.

The TRANSFER BOOK of the Company will be CLOSED from the 25th July to 9th August, both days inclusive.

By Order of the Directors,
JOHN AKNOLD,
Acting Secretary.

Hongkong, 12th July 1910.

Auction.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by PUBLIC AUCTION,

on THURSDAY, the 11th day of August, 1910, at 9 o'clock in the afternoon, at his Sale Room in Duddell Street, Victoria, Hongkong,

VALUABLE LEASEHOLD PROPERTY, situate at Victoria Road, viz.:

ALL THAT PIECE OF PARCEL OF GROUND situate at Victoria Road, registered in the Land Office as INLAND LOT No. 107 Together with the messuages thereon known as Nos. 39, 41, 43, 45 and 47, Hollywood Road and Nos. 48, 50, 52, 54, 56, 58, 60 and 62, Lyndhurst Terrace. Area 9,854 square feet. Term 999 years from 8th May, 1857. Annual Crown rent \$15.

The Purchaser of the property can obtain an advance on Mortgage thereof to the extent of \$100,000 on application to Messrs. Johnson, Stokes and Master, the Vendor's Solicitors.

For further particulars and conditions of sale, apply to Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Vendor, or to Mr. GEO. P. LAMBERT, The Auctioneer.

Hongkong, 27th July, 1910.

Intimations

CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND

SILK EMBROIDERIES.

Inspection Solicited.

No. 77, Queen's Road Central.

Hongkong, 11th July, 1910.

F. BLACKHEAD & Co.,

SHIP-OHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HART BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR LAUNCHES, &c.

SOLE AGENTS FOR

FERGUSON'S SPECIAL CREAM

and P. & O. SPECIAL LIQUOR BOOTH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES

Green Island Cement Company, Limited.

PORTLAND CEMENT.

In Casks of 575 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 29th August, 1910.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Onions and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful, for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 12th April, 1910.

PARIS IN LONDON.

ALDWYCH SCHEME WHICH W.L. COST £750,000.

BUSINESS AND PLEASURE.

The Paris in London scheme which the London County Council have sanctioned, and which will involve the conversion of the Aldwych site from a wilderness into a centre of recreation and business, will soon be assuming substance.

Paris will be represented—its boulevards, palaces, restaurants, cold chateaus, and theatres, its modes and manners, and its arts and industries. Before many months are over, probably in October, buildings—on a busy on the site, a new structure will take some two and a half years to build. The syndicate is backed by well known financiers and people of title, and about £750,000 is to be spent on the undertaking.

The main building is to face the Kingsway with a rear entrance to the Strand, and is to be surrounded by two imposing blocks of shops and offices, like a segment of two concentric circles. The architect, Mr. Ernest George of Piccadilly, W., has designed the buildings in the latest style of the French Renaissance period. The interior of the place will be richly decorated with painted ceilings and marble pillars, and the roofs relieved here and there with domes and cupolas. The outer edge of this Paris in London will have 50 shops flanking the four sides of the island site, while on the inner edge of the encircling buildings there will be another 50 magazines. Some 800 suites of offices have been planned in the three storeys which will rise above the ground floor. All the shops will be taken by well-known French and English firms. Milliners, couturiers, perfumers and all those who minister to the needs of woman in fashion and the toilet will be there. Many famous Paris firms are at present in negotiation for premises. The latest Paris models in gowns and hats will be on show, and all the dainty French accessories of dress will draw society to these Gallic galleries of the Strand.

THE PALACE OF INDUSTRY.

The chief feature, however, will not be the shops so much as the Palace of Industry, in the centre, which will be surrounded by courts, gardens, and shrubberies, with flower beds and terraces, in the shadow of the outer buildings. In the tympanum over the main porch of the palace in Aldwych there is to be a bas-relief as a permanent memorial of the centennial of the King Edward VII will be shown welcoming M. Loubet and his suite. Among the personalities figuring in the King's entourage will be the present King (as Prince of Wales) the Duke of Connaught, Lord Lansdowne, and Mr. Balfour. With M. Loubet will be placed M. Delcasse and M. Paul Cambon (French Ambassador). In Aldwych the buildings will have a frontage of 450ft. The Strand frontage will 430ft., and the depth of the building is to be 300ft. The total area is 124,000sq. ft. The height of the buildings—from the pavement to the copings—will be 80ft.

The palace will be divided into a grand hall containing notable exhibits of French arts and industries; a restaurant, with grill-rooms; billiard-rooms, private dining-rooms, a cafe chateaux, a winter garden, and a bijou theatre. The restaurant will be under the superintendence of a leading French chef. Moreover, in the grounds there will be a palustrine, where French meals may be taken in a frescoed fashion on the Paris boulevards, on the surrounding terrace. Near the palustrine will be a bandstand, in which the leading French bands will play.

The bijou theatre will be devoted to the presentation of the best classical and modern French plays by the most capable actors and actresses that Paris can supply. It will be fitted with a royal box, with royal ante-rooms attached, and there is to be a special royal entrance near the Aldwych portals. The great hall will provide facilities for international receptions and industrial conferences.

A FRENCH CLUB.

In the main premises there is to be a French Club as a rendezvous for French business men and others visiting London, and it is hoped that it will become a centre for members of the French colony in England. The Anglo-French Syndicate, which has adopted the title of the French Palace Development Syndicate (Limited), expects to be able to open the palace for the season of 1913. As the great aim of the syndicate is to give the people of London a true idea of Paris, the employees will be drawn from the French capital, and everything which can give the true Parisian touch to the scene will be secured.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGON (TARTAN) FORM.

SELF CURE NO FICTIO.

REARL UPON MARVELS.

NO SUPERSTITION.

NEED NOW DEBARR.

THE NEW FRENCH REMEDY

THERAPION.

A complete revolution has been wrought in the treatment of most ailments, while thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION NO. 1—The Sovereign Remedy for rheumatism, sciatica, neuralgia, and all the pains of the joints, muscles, and nerves, which are so common in the modern age.

THERAPION NO. 2—The Sovereign Remedy for primary and secondary syphilis, all the pains of the bones, and all the complications of the disease, which are so common in the modern age.

THERAPION NO. 3—The Sovereign Remedy for all the pains of the head, and all the complications of the disease, which are so common in the modern age.

THERAPION NO. 4—The Sovereign Remedy for all the pains of the chest, and all the complications of the disease, which are so common in the modern age.

THERAPION NO. 5—The Sovereign Remedy for all the pains of the stomach, and all the complications of the disease, which are so common in the modern age.

THERAPION NO. 6—The Sovereign Remedy for all the pains of the bowels, and all the complications of the disease, which are so common in the modern age.

THERAPION NO. 7—The Sovereign Remedy for all the pains of the bladder, and all the complications of the disease, which are so common in the modern age.

THERAPION NO. 8—The Sovereign Remedy for all the pains of the prostate, and all the complications of the disease, which are so common in the modern age.

THERAPION NO. 9—The Sovereign Remedy for all the pains of the testicles, and all the complications of the disease, which are so common in the modern age.

THERAPION NO. 10—The Sovereign Remedy for all the pains of the penis, and all the complications of the disease, which are so common in the modern age.

THERAPION NO. 11—The Sovereign Remedy for all the pains of the urethra, and all the complications of the disease, which are so common in the modern age.

THERAPION NO. 12—The Sovereign Remedy for all the pains of the vagina, and all the complications of the disease, which are so common in the modern age.

THERAPION NO. 13—The Sovereign Remedy for all the pains of the uterus, and all the complications of the disease, which are so common in the modern age.

THERAPION NO. 14—The Sovereign Remedy for all the pains of the ovaries, and all the complications of the disease, which are so common in the modern age.

THERAPION NO. 15—The Sovereign Remedy for all the pains of the fallopian tubes, and all the complications of the disease, which are so common in the modern age.

Intimations.

DONE BY TRYING.

Nobody can tell what he can do till he tries. When a thing ought to be done, the modern spirit moves us to keep working away at it until it is done. In the face of this idea the "impossible" vanishes. Where there's a will, there's a way. "If we could but rob cod liver oil of its sickening taste and smell and then combine it with two or three other ingredients we should possess the best remedy in the world for certain diseases that are now practically incurable." So said a famous English physician twenty-five years ago. "But," will never be done," he added. "You can no more turn cod liver oil into a pleasant palatable medicine than you can turn the Codfish itself into a Bird of Paradise." Yet he lived to admit that in

WAMPOLE'S PREPARATION the "impossible" had been accomplished. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites, Extracts of Malt and Wild Cherry. This remedy is freed from the bad peculiarities Dr. Frothingham so detested, and it is precisely the splendid medicine he wished for. Use it freely and confidently for Anemia, Hysteria, Wasting Complaints, Blood Impurities, Asthma, and Throat and Lung Troubles, Dr. W. H. B. Aikins, F. R. C. P., London, M. D. C. M., Victoria University, M. B., Toronto University, Consulting Physician to Home for Incurables, Physician to Toronto General Hospital, says: "I am much pleased to state that the results from using Wampole's Preparation of Cod Liver Oil have been uniformly satisfactory; it appealed to me as being prepared according to correct scientific principles." It increases the appetite and influences the digestion of food; it is delicious to take, will not disappoint you and is effective from the first dose. "It represents the dawn of progress." At chemists everywhere.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1895, the EXCHANGE BANKS will be CLOSED for the transaction of Public Business on MONDAY, 1st August.

Hongkong, 26th July, 1910.

KWONG FUNG YUEN,
HEAD OFFICE—No. 81, Des Voeux Road West
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS

H.B.M. Naval and Military
Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions. Inspection invited to the Yards.

Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director.

HUNG ON & CO.,
SHOW ROOM AND STORE
at the Premises formerly occupied by
A CREE & CO.,
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND
FURNITURE
IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver
Plated, Glass and Iron Wares of all
descriptions, always on hand, for sale or on
hire at moderate rates.

Hongkong, 1st June, 1910.

NEW SHOP
JUST OPENED!!

DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
TIONS OF

RARE JEWELS,
&c., &c., &c.

MOHIDEEN &
CO.

Dealers in

CEYLON PRECIOUS

STONES, &c.,

38 & 40, QUEEN'S ROAD

CENTRAL.

Hongkong, 1st May, 1910.

HONGKONG AVERAGE MARKET PRICES.

Corrected 23th July, 1910, 100 cts. per 5 Mts.

BUTCHER MEAT.

Beef	Cuts	Price
Beef steaks & prime cut—Mei Lung Pa	20	
" Corned—Ham Ngau Yuk	22	
" Roast—Shiu	22	
" Breast—Ngau Lam	15	
" Suet, Tong Yuk	20	
" Pork—Ngaun Yau Pa	20	
" Suet—Ngau Lau	20	
" Sausages—Ngau Yuk Chuan	25	
Bullock's Brains—Know	per set	
Tongue fresh—Ngau Li	each	50
" Corned—Ham Ngau Li	each	50
" Head—Ngau Tau	each	12
" Heart—Ngau Sun	each	12
" Hump, Salt—Ngau Kin	each	12
" Feet—Ngau Keok	each	12
" Kidneys—Ngau Yiu	each	12
" Tail—Ngau Mei	each	12
" Liver—Ngau On	each	12
" Tripe (undressed)—Ngau To	each	6
Calves' Head and Feet—Ngau-chai	each	12
Mutton Chop—Yeung Pal Kwat	each	22
" Leg—Yeung Poi	each	22
" Shoulder—Yeung Shau	each	22
Pigs' Chittlings—Chi cheong	each	22
" Brains—Chi Kwau	each	22
" Feet—Chi Keok	each	22
" Fry—Chi Chak	each	22
" Head—Chi Tau	each	22
" Heart—Chi Sun	each	22
" Kidneys—Chi Yiu	each	22
" Liver—Chi Kon	each	22
Pork Chop—Chi Pal Kwat	each	22
" Corned—Ham Chai Yuk	each	22
" Leg—Chi Pal	each	22
" Fat or Lard—Chi Yau	each	22
Sheep's Head and Feet—Yeung Tau	each	22
" Keok	each	22
" Heart—Yeung Sun	each	22
" Kidneys—Yeung Yiu	each	22
" Liver—Yeung Gon	each	22
Sucking Pigs, To Order—Chi Chai	each	22
Suet Beef—Sang Ngau Yau	each	22
" Mutton—Sang Yeung Yau	each	22
Veal—Ngau Chai Yuk	each	22
" Sausages—Ngau Chai Yuk Tong	each	22

POULTRY.

Chicken	Price
Chicken—Kai Chai	22
Capon, Large, Small—Siu Kai	22
Duck—Yau Chai	22
Duck—Pan Kau	22
Eggs, Hen—Kai Tan	22
Fowl, Canton—Kai	22
" Hainan—Hoi Nam Kai	22
Geese—Ngo	22
Goose, Wild Shanghai—Shung Hoi Ye	22
Ngo	22
Mark Deer—Wong Kong	22
Hare—Yu Chai	22
Partridge—Ghe Khoo	22
Phoenix—Shan Kai	22
Pigeons, Canton—Pak Kap	22
" Holbow—Holbow Pak Kap	22
Quail—Yau Chai	22
Rice Birds—Wo Fa Cheuk	22
Snipe—Sa Chai	22
Turkeys, Cock—Fo Kai Kung	22
" Hen—Na	22
Wild Duck, Shanghai, Solap	22
Teal, Shanghai, Solap	22
Wild Ducks Canton—Sang Shing Solap	22

FISH.

Barbel	Price
Barbel—Ka Yu	10
Bream—Biu Yu	15
Canton Fresh Water Fish—Hoi Sin Yu	15
Garp—Li Yu	20
Goldfish—Chiu Yu	11
Godfish—Mun Yu	17
Grabs—Hal	18
Godfish—Mun Yu	17
Grabs—Hal	18
Dab—Sa Mang Yu	15
Dace—Wong Mei Lun	13
Dog Fish—Tui Yu Sa	19
Kel, Congo—Hal Man Yu	17
" Fresh water—Tam Sol Yu	17
" Yellow—Wong Sin	24
Frogs—Tien Kai	24
Garoupa—Sak Pan	24
Gudgeon—Pak Kap Yu	24
Herrings—Tao Pak	24
Halibut—Chung Kwau Yu	24
Labrus—Wong Fa Yu	24
Loach—Wo Yu	24
Lobsters—Lung Ha	24
Mackerel—Chi Yu	24
Monk Fish—Mon Yu	24
Mullet—Chai Yu	24
Oysters—Sang Hoi	24
Parrotfish—Tui Kung Yu	24
Parch—Tau Loo	24
Pike—Fa Paw Pong	24
Plaice—Pan Yu	24
Pomfret—Black—Hak Chong	24
Pomfret, White—Pak Chong	24
Prawns—Kung Ha	24
Say—Pai Fa Yu	24
Rock Fish—Sai Kan Kung	24
Rock—Chiu Yu	24
Solap, (Osteo), fresh water—Ma Yu	24

Shark	Price
Shark—Sa Yu	9
Skate—Po Yu	11
Shrimps—Ha	22
Snapper—Lap Yu	24
Soles—Tui Sa Yu	20
Tench—Wan Yu	20
Turbot—Oho Hoi Yu	24
Turtles, small, fresh water—Kook Yu	50
White Bait—Ngau Yu Chai	—

FRUITS.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E

VERY OLD LIQUEUR

SCOTCH
WHISKYA Blend of the Finest Pure Malt
Whiskies distilled in Scotland

GENUINE AGE

AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.

LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

MARRIAGE.

On July 21, 1910, at Kuling, Kiang, the
Ven. E. Judd Barrett, Archdeacon of Hong-
kong, to Lili Sora, youngest daughter of the
late W. J. Digby, Esq., and of Mrs. Digby of
Moat Lodge, Co. Galway, Ireland.

DEATH.

On July 25, 1910, at Shanghai, Claude Louis,
the infant son of Mr. and Mrs. C. M. de Senne.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 30, 1910.

SLANG.

Journalists are often twitted with a predilection for the use of slang. There can be little doubt that there is a good deal of slang in modern journalism. Journalists are entirely a slang language in the estimation of the purist in style, and without admitting that extreme view as being accurate, it cannot be gainsaid that many reportorial phrases that could hardly obtain the imprimatur of Lindley Murray are to be encountered every day in the Press of the world. In Hongkong we get into the habit of introducing "pidgeon" English into our every-day conversation and one may hear this kind of slang in any mess, club or dwelling-house from the Peak to the Praya. We use it in our ordinary speech and it soon becomes a component part of our domestic language. Newspapermen, again, are not so blameable for having a slang jargon of their own as for perpetuating through their newspapers the slang of other people. Every trade or profession has its slang terms. Even among the clerical brethren one will find slang in use. For instance, who but a cleric would ever think of styling as a "guinea pig" one of the poorer and unattached members of the cloth who for that sum will fill a pulpit when the rightful occupier is hard-pushed. Lawyers have a slang of their own just as have the London caterers, the English University men are notoriously slangy. But, on the whole, slang would appear to pertain more to sport than to any other sphere of human activity. We confess to a knowledge of the slang of some games, including "soccer" and "rugger" as well as of cricket, in any newspaper account of which you may find that a "rot set in" or Jones "sent down a corker." Or perhaps the "googy" bowler is put on to bowl. Doubtless the reporter who writes the report of such games employs the very language that is used by the players themselves, or by the spectators around the pitch, and he feels it only proper to describe the game in the "lingo" belonging to it. Thus Brown kicks in a "daisy-winger" and sends in a "stinger." One could go on multiplying examples of the use of slang in whatever

kind of sport one cares to mention—golf, with its "sliced ball" or "topped" or "pulled" or "bunkered"; the Turf, with its innumerable slang expressions both outside on the "flat" and inside the "pallin"; billiards, with its "fukes" and "hard lines"; swimming, with its "spurts"; tennis, with its "love," and so on *ad infinitum*. In all conscience, English games are bad enough so far as the use of slang is concerned, but their slang fades into insignificance when compared with the slang employed by American newspaper reporters in describing certain characteristic American games, more particularly baseball which we sometimes see played at Happy Valley when the American Fleet is in Hongkong. There has been a controversy proceeding in an American journal as to whether the use by a reporter of this "baseball language" is justifiable. One writer, in defending baseball slang, says that "ever since baseball began, it has had a language of its own. The slang that a baseball writer is accused of slinging so profusely has become inseparably a part of the game. It is hot off the bat, it is brief and graphic. It tells its story tersely and always to the point." As an example of that vividness and conciseness which ought to be employed in describing any game, the expert gives the following as being as nearly as possible ideal:—"The Grays and the Blues slugged each other in the final game of the series yesterday afternoon, and the Grays ran away with candy, 4 to 3. Both teams uncorked the ginger bottle at the gateway and danced through the whole performance for the support work of the season. Rock was the star with the stick. The little Centerdale lad toed the plate with two in the fifth, humped a bender on the trademark, and zipped it to the fence for a triple. He encored in the seventh for a smashing single, and the bleachers aeroplaned their emotions as two more tallies tickled the scoreboard." A touch of the picturesque is generally considered to be desirable in describing a game, but there appears to be rather too much of the picturesque about the baseball writer's style. There appears to be a tendency towards an extended use of slang in connection with nearly all English games, but it is to be hoped that the time is yet far distant when our football teams "uncork the ginger bottle" or the spectators "aeroplaned their emotions" when their favourites "rue away with the candy."

COCONUTS & RUBBER.

As was stated in a paragraph appearing in yesterday's issue, settlers on the northern coast of Queensland find that the most profitable products from tropical plantation are obtainable from the coconut. Hongkong investors who have speculated heavily in the rubber estates of the Malay States may be interested to learn that the coconut maintains an equally sound reputation as a paying product in the Straits Settlements and British Malaya. Even when the rubber market was "on the rise," said veterans of the Malayan plantation fields continued to keep a firm hold on their coconut interests. One of the shrewdest business men in the Straits declared not very long ago that long after the rubber boom had become a thing of the past the coconut would still remain the most solid of all investments in Malaya. It appears as though this prophecy were to turn out to be correct. In despite of (or probably because of) the abnormal speculations that have been made in rubber of late, the position of the coconut plantation companies has stiffened considerably and the price of copra has gone up to a very high figure. Copra, it may be explained, is the nut, dried and broken; of the coco's palm and is exported in great quantities from the Malay States. It yields a valuable oil much in demand for soap-making. It is somewhat strange to think of a speculative world gone rubber-mad, when such a sound product as the coconut, growing cheek by jowl with the rubber tree, is passed by unheeded of the investor.

LOCAL AND GENERAL.

THE German Mail of the 30th June was delivered in London on 29th July.

A REGULAR passenger airship service was inaugurated at Lucerne on 24th inst.

THE Hongkong Ice Co., Ltd., are declaring an interim dividend of two dollars per share for the half-year ended 30th June, 1910.

Mrs. S. S. Lemaire and another gentleman from Shanghai have arrived at Taiping to complete the purchase of the Taiping Rubber Estates Co.

WE have received from the Japanese Consulate a copy of a pamphlet on the climate of Okama and Ussu, a summer resort near Nagasaki.

TENDERS will be received at the Colonial Secretary's Office for the erection of shops, stalls, &c., at the New Market, Tsing Sha Tsui, Kowloon.

A CHINESE coolie was fined \$15 at the Magistrate's office this morning for throwing stones at an Indian watchman employed at the Empire Cinema.

THE Honorable Mr. Henry Keswick has been appointed an unofficial member of the Executive Council during the absence on leave of the Honorable Sir Paul Chater, Kt., C.M.G.

WATER-POLO COMPETITION.

SEMI-FINAL MATCHES.

This afternoon the "Buff" met the 8th Coy., Royal Garrison Artillery, in the semi-final of the Hongkong Water Polo Shield competition, and a good tussle is anticipated, both teams being very well matched. The majority of the Artillerymen in the 8th Coy's team were quite new to the game about six weeks ago, but since that time they have practised very hard, and I shall not be surprised to see them in the final. The "Buff" have also got a good lot of men, and took third place at the end of last season amongst the ten teams that contested, being beaten only by the V.R.C. and the O.V.C.

The V.R.C. also meet the O.V.C. in the semi-final of the Hongkong Water Polo Shield competition on Tuesday next, the 2nd August, at 5.45 p.m., and this, as usual, will be the hardest and fastest game of the season. Both teams have got new blood in them this year, and are in the pink of condition.

The V.R.C. team will consist of:—A. A. Claxton, A. H. Carroll, L. E. Lammett, H. A. Lammett, A. S. Ellis, J. Forbes and A. V. Harris.

Claxton is undoubtedly the fastest swimmer in the team and will play at centre forward. Carroll is about the next best swimmer, and can be relied upon to fill any position. I think his place will be at centre half; he was one of Hongkong's interport representative against Shanghai in the interport Water Polo last year. L. E. Lammett is undoubtedly the best goalkeeper on East, but will play at full-back, at which he is pretty good, although not a very fast swimmer; he played well in goal last year in the Hongkong-Shanghai water polo contest. H. A. Lammett does not seem to be playing as well as in former years, but is still dangerous in the forward line. A. S. Ellis, the youngest swimmer in the team, is a fairly good swimmer, and plays well as a forward. J. Forbes fills the position of goalkeeper very well. A. V. Harris is an old and safe poloist, and fills the position of full-back.

The O.V.C. will be represented by:—R. G. Wicheil, C. J. Cooke, Carl Bujo, T. Logan, G. Wicheil, Ross and Heigh. Bob Wicheil is undoubtedly one of the best water polo players in Hongkong, and at centre half is very good; represented Hongkong against Shanghai last season. Cooke, another old player, also played against Shanghai last year, and is very good as a full-back; he is, I think, the swiftest swimmer in the team. Carl Bujo is quite new to the game, but in time ought to make a good poloist. Tommy Logan has proved himself a first class swimmer, and although this is his first year at polo, he has filled the position of centre forward admirably, and needs watching. G. Wicheil has improved a lot this year in the forward line, but still lacks the dash of a good player. Ross is another new man to the game, and seems a trifle slow to fill his position as a forward. Heigh seems to feel a bit strange in goal, but is improving fast.

"JELLY BUG."

SANITARY BOARD.

The following items are included in the orders of the day for the meeting on Tuesday next at 3.45 p.m.:

Reply from Government relative to the removal of the urinal at Salisbury Road.

Letter from Government relative to the Pektium water supply.

Report of the committee relative to special care of graves in the Colonial cemetery.

Report of the committee appointed to consider the question of suitable sites for fat-boiling establishments.

Report of the committee appointed to investigate the state of affairs existing at the latrine adjoining the Hang Hom Dock.

Minute by the Head of the Sanitary Department relative to the proposed departmental disposal of refuse for 1911.

Minute by the Head of the Sanitary Department relative to the construction of a market and slaughter house at Aberdeen.

Minute by the Head of the Sanitary Department relative to a slaughter house at Sam Shui Po.

Correspondence relative to warning the public against encouraging the breeding of mosquitoes.

THE attempted assassination of Schur Manra, ex-Premier of Spain, in Barcelona was no doubt due to Schur Manra's severe repression of the revolt in Barcelona in 1909.

H. E. HSU LIANG, Viceroy of Manchuria, according to a Mukden telegram, has borrowed ¥ 700,000, at 6½ per cent interest, from the Yokohama Specie Bank for five years.

His Majesty the King has been pleased to approve the appointment of the Honourable Mr. Henry Keswick to be an unofficial member of the Legislative Council *vice* Mr. W. J. Gresson resigned.

LONDON now possesses its Chinese restaurant—that is to the West End. Society has taken to chopsticks, and after the theatre Londoners are tasting a Chinese supper at the sign of the Golden Dragon, in Denman Street, Piccadilly.

A big tiger, which had carried away several heads of cattle from a kimping in the Reub district, has been at last shot down by the Ponghols. A huge snake was also killed near Reub after it had swallowed two goats the previous night.

His Excellency the Officer Administering the Government has been pleased to recognize, provisionally and pending the receipt of His Majesty's exequatur, Mr. A. E. Outleton as Vice and Deputy Consul-General of the United States of America in Hongkong.

WE have it on very good authority, says *The Standard*, that the Tronoh Mines have come across a good place of land which is suitable for open-cast. The overburden is about 30 feet and it is reported that prospecting results indicate 30 cutters to the cubic yard.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

COLOUR-VISION TESTS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—Herewith I beg to enclose a copy of what we venture to think is a highly important communication which has just been addressed to the Board of Trade relative to the composition of the new Departmental Committee which has been appointed by the President of the Board of Trade to consider the much vexed question of the Colour-vision Tests which are at present applied to candidates for Masters and Mates certificates under the Board of Trade.

We are strongly of opinion that the composition of the Committee is one which calls for a considerable amount of criticism, and your notice of this matter would elicit our very sincere gratitude, also the gratitude of mariners generally.—I am, etc.,

T. W. MOORE,

Secretary.

[Enclosure]

The Imperial Merchant Service Guild,

Liverpool,

July 5th, 1910.

"M. 1911 10"

SIR,—With reference to your communication of the 1st June, in which you were good enough to inform us that the President of the Board of Trade was about to appoint a small Departmental Committee to advise as to what changes, if any, appeared advisable in the system of eight tests now in force at Board of Trade examinations, I may say that the Guild, having received information through the medium of this Committee, have now had an opportunity of studying it.

From the Board's letter, to which we have referred, we took it that representative shipping organizations were not to be invited to sit on the Committee, on the ground that the Board had deliberately decided to avoid this method of constituting the Committee as unsuitable, having regard to the nature of the subject to be investigated to the number of interests that would be represented. We naturally assumed from this, and from the fact that the Board of Trade were not themselves intending to be represented, that the Committee was to be a small and strictly impartial one and, presuming that was the desire of the Board of Trade, the Guild were not disposed to trouble you further regarding it.

But, we now find that the situation is far different from that which we considered we had a right to anticipate. The composition of this Committee is such as to bring its utility into grave question, however able and distinguished each member of it may be. In the first place we notice that eleven gentlemen have been selected to sit upon the Committee. Of these one is the Secretary to the second largest Association of shipowners in this country. Another is a distinguished underwriter, whilst another is one of the leading members of the nautical profession and an Elder Brother of Trinity House. Yet the fact remains that the Guild, which represents many thousands of certificated British Captains and Officers, and which is responsible for the immense amount of litigation which has arisen over these eye-sight tests, are excluded from what we suggest is their undeniable right to representation.

But there is a still more serious factor to be taken into consideration. The Board of Trade's action in respect to these eye-sight tests is impugned not nearly so much as that of the Royal Society whose recommendations the Board adopted in the year 1892. It is now, we trust, conclusively proved that these tests, and more particularly so the tests applied to candidates on appeal after failure in colour-vision by Sir William Abney, F.R.S., are discredited and useless for their purpose. They have been the means of inflicting grave injustices, whilst, on the other hand, it is possible that they have enabled men to pass whose colour-vision has been defective and dangerous for sea purposes.

When the matter was, on our behalf, brought before the House of Lords by the Right Hon. the Lord Maserley, who laid stress on the particular case of Messrs. Traill and Glover—candidates who had been failed in these eye-sight tests—and moved for the appointment of a Select Committee, the noble Lord who represented the Board of Trade, Lord Hamilton of Dalzell, after an ominous threat to the effect that the Board had every intention of taking away the certificates held by these gentlemen, stated that the Board were of opinion that the tests, as at present carried on, were efficient; and that they did not consider that any case had been made out for a Select Committee. But, evidently as a result of the case of Mr. John Traill, whose defence was taken in hand by the Guild, the President of the Board of Trade has changed his opinion which is now in absolute accordance with that urged by Lord Maserley, but without avail at the time.

During the course of the Debate referred to, Lord Hamilton of Dalzell stated that, having communicated with Lord Rayleigh—a Past President of the Royal Society, and one who we think we are right in saying, took a leading part in framing the recommendations relative to the eye-sight tests which exist at present—he had received a letter from the noble Lord Hamilton of Dalzell to say that he did not think the Board of Trade could be wrong in following the advice of Sir William Abney. This therefore amounts to a preconceived opinion which, with the greatest respect to the distinguished noble Lord, is to say the least of it, highly unfortunate on a supposedly strictly impartial Committee.

The case is that the Royal Society is now on its defence and in justice to its position, as the leading body of scientists in the world, must defend the recommendations which it laid before the Board of Trade and which are now discredited on all hands, more particularly by the most competent ophthalmologists who have

devoted special study to the eye and to its efficiency under different circumstances and conditions.

At the special inquiry appointed by the Board of Trade, and presided over by Sir Francis Mowatt, G. C.B., to inquire into the case of Mr. Traill, for the purpose of compelling him to give up the certificate he held, the principal witness called on behalf of the Board of Trade was against Mr. Traill was Dr. Sir William Abney, F.R.S. Sir William Abney is a leading member of the Royal Society and one who has advised and acted for the Board of Trade in the matter of colour-vision since the recommendations of the Royal Society were adopted.

We notice that one of the Secretaries of the Committee is Dr. William Watson, also a prominent member of the Royal Society, who we understand has acted, or is acting, as assistant to Sir William Abney at the Royal College of Science. It should be borne in mind that at the case of Mr. Traill Dr. Watson tendered evidence in support of Sir William Abney. Then again, amongst those present at the Special Examination of Messrs. Traill and Glover by Sir William Abney, previous to the inquiry presided over by Sir Francis Mowatt, was Dr. J. H. Parsons, F.R.C.S., and, according to the Board of Trade, he agreed absolutely with the decision which was come to by Sir William Abney in failing Mr. Traill. Further, similarly to Dr. Watson, Dr. Parsons gave evidence in support of Sir William Abney, as against Mr. John Traill, whose livelihood was at stake.

We fear that it would be difficult to defend the appointment of two witnesses to take part in the deliberations of this highly important Committee, whose evidence against Mr. John Traill was thrown over in favour of practical testimony to his capabilities and efficiency as an Officer in all respects and especially so when the side of those who supported Mr. Traill has been completely ignored.

A great deal of prejudiced opinion is, in the first place, thrown into the composition of the Committee which, we suggest, should have been most carefully avoided. If the inclusion of the scientists referred to was deemed requisite by the Board of Trade we, in a sense of strict justice, would ask why those who have brought the present tests seriously into question have been provided with no opportunity of taking part in the deliberations of the Committee? We are sorry that we find it an obligation upon us to express our profound surprise and disappointment at the nominations which have been made. It is farthest from our desire to cast any personal reflection whatever upon those holding the distinguished names which we have mentioned. They are known and recognized as men of great attainments, but it is now a question as to whether their matured judgment on former occasions—on which the Board of Trade acted—was right or wrong. In the capacity of witnesses they would have a perfect right to attempt to vindicate their opinions, but we cannot admit this right in respect to their acting as members of the tribunal itself.

The Guild had hoped to co-operate as far as possible in the direction of bringing the deliberations of the Committee to a satisfactory issue, but, as at present advised, this appears to be impossible. We do not know whether any of the medical or surgical societies intend to take action, but the Guild themselves view the constitution of the Committee as a whole with grave dissatisfaction, for any recommendations which may be made by the Committee cannot possibly command that confidence which is necessary for the purpose of removing, once and for all, the serious doubts and difficulties which exist at present in respect to the Board of Trade's tests in colour-vision.

We trust that you will be good enough to lay our views before the President of the Board of Trade, submitting as we do that the selection of the members of the Committee under notice is a matter where careful re-consideration is urgently necessary.—I am, etc.,

(Signed), T. W. MOORE,

Secretary.

The Assistant Secretary,
Marine Department,
Board of Trade.

The directors of the British North Borneo Co. recommend a dividend of 2s. per share for the past year, which represents 5 per cent. This marks a further advance. For seven years to 1904 the Company paid 2 per cent. each time, for the next years 3 per cent., and for 1907 and 1908 4 per cent.

THE *Peang Gault* understands that the recent find of tin on property at Tronoh is of a most extensive kind, some portions having as high a value as ninety centes per cubic yard. This in conjunction with Mr. Ramplien Jones' discovery on private land should reassure those who have faith in the continued prosperity of the Tronoh mining district.

A SERIOUS electric tramway accident is reported from Tokio, in which over thirty passengers were more or less seriously injured. On the morning of the 17th instant, whilst a car was standing near Akasaka-mitsubo, another car came up at full speed from behind and crashed into the stationary car. The car, which was out of control, was detailed by the impact. Great excitement was caused among the passengers of both cars, and over thirty persons were injured.

AN additional regulation under the Liquors Ordinance published in the *Gazette* provides that—"All liquors of any kind added to drinkable liquors in bond in the process of breaking down shall be deemed to be part of the stock of the warehouse in like manner any loss or contraction occasioned by breaking down or bottling shall be deducted from the stock total of such drinkable liquor and be written off from the stock books. The licensee shall keep a separate account of all broken down liquors in a manner to be approved by the Superintendent."

NOTES BY THE WAY.

THE SHANGHAI CRISIS.

The reaction which set in in the rubber market in Shanghai recently is yet another forcible reminder of the fundamental principles of speculative enterprise. Judging from the seriousness of the situation obtaining in the Northern Settlement it would appear that the gloomy prediction of the individual who not long ago gave expression to the opinion that many chickens would come home to roost before "this rubber business was over" was after all right in his sinister prophecy. The majority of the unfortunate people who seem to have suffered indirectly as a result of the financial cataclysm were the Chinese.

It is not, however, the case that the rubber market in Shanghai recently is yet another forcible reminder of the fundamental principles of speculative enterprise. Judging from the seriousness of the situation obtaining in the Northern Settlement it would appear that the gloomy prediction of the individual who not long ago gave expression to the opinion that many chickens would come home to roost before "this rubber business was over" was after all right in his sinister prophecy. The majority of the unfortunate people who seem to have suffered indirectly as a result of the financial cataclysm were the Chinese.

It is not, however, the case that the rubber market in Shanghai recently is yet another forcible reminder of the fundamental principles of speculative enterprise. Judging from the seriousness of the situation obtaining in the Northern Settlement it would appear that the gloomy prediction of the individual who not long ago gave expression to the opinion that many chickens would come home to roost before "this rubber business was over" was after all right in his sinister prophecy. The majority of the unfortunate people who seem to have suffered indirectly as a result of the financial cataclysm were the Chinese.

FRILLS AND FLOUNCES.

The local Courts, despite the absence of lively sparks which are such a prominent feature of the Divorce Division of the Court at home, are nevertheless not without their amenities. During the week at least a portion of the Puisse Judge's time which would certainly have sufficed for the hearing of an ordinary summary action was taken up by a dispute between a local dress-maker and a lady resident, because the cut of certain blouses did not exactly coincide with her views about Dams Fashion. The beauty of the thing is that at the end of the morning's hearing, the litigating parties had gone no further than when they stepped into Court, for the very simple reason that owing to illness the defendant could not be present to explain the why and wherefore of her position, and her husband after a heroic attempt did not feel equal to discussing with the *modeste* the highly feminine considerations involved. Now the question naturally arises: Is it fair for the Judge that his sober tranquillity should be rudely disturbed by the Court-room being turned into a Paris salon? I don't know whether the *audagettes* have succeeded in proving to the majority of men their right to the vote but I have no hesitation in saying that they unequivocally qualified to sit as women judges in military disputes and such-like things. Then there would be a chance of the decision arrived at being at least compatible with justice.

OPPORTUNITIES (?) OF HOUSE OF LORDS.

Probably, the apparent inconsistency of the Liberal Government, whether unconscious or otherwise, has struck few observers. The following paragraph taken from that esteemed journal the *Standard* throws an interesting side-light on the new Peers' List. Here is the paragraph in question:—"Whatever designs Mr. Asquith's Administration may have in the House of Lords their attitude towards the Upper House has not prevented them from creating seven new Peers, all of whom are Liberals and presumably doubly doubtful opponents of the Assembly which they are to adorn." (A shrewdly unkind smile, those two last words!)

BEER AND BISCUITS.

Here is another journalistic embellishment, which might possibly be considered wholly by those against whom the present Liberal Government are waging a relentless war. This time the smiter of the blow is the *Calcutta Asian*—The now aristocratic all well up to the sample of most modern creations? Tea, Lottos, Bricks, Steamers, Engines, etc., etc. But as we have already lots of Beer, Biscuits, Buttons, Biscuits and so forth in Dibrut, we suppose it is alright! We are not, however, by any means sure whether the *Radi* are as wise as they think for it is easy enough to say, "I'm a lord and toff" when you are not one, but what you are given a coronet, and a real lord greets you as "one of us," what then? Can all these new coronets be depended upon to vote solid for "down with the Lords?" We have our doubts!

ROOSEVELT AND A FOKER FUN.

Once on a western trip Mr. Roosevelt stopped at a small town in Kansas. At the station the President was expected to say a few words to the assembled crowd, and he chose his favorite text of "race suicide" as being most appropriate to the occasion. While speaking he noticed a man bearing three small children on his shoulders, and beside him stood a woman carrying two babies. The President's speech was going along smoothly when suddenly the man with the three children broke in with a voice that could be heard a quarter of a mile away. "Hey, Teddy," he shouted, "can you beat this? It's a full house, Teddy, triplets and twins, three of a kind and a pair."

CASUAL CRITIC.

HEARING that an oil spring had been struck in a backyard at Leigh, Lancashire, a London firm sent down an expert, who was amazed to find that the oil was in fact, and the firm was due to a leakage from an oil-gas pipe in the vicinity. The field had been found to be a gas pipe.

WILLIAM POWELL, LIMITED.

ANNUAL MEETING

The 11th ordinary general meeting of shareholders in William Powell, Ltd., was held at the company's offices, Alexandra Buildings, at noon, to-day, for the purpose of receiving the report of the directors and statement of accounts to June 30th, 1910. Mr. G. C. Moxon (chairman of directors) presided. There were present: Messrs. H. J. Gedge (director), H. Percy Smith, J. M. Wong, E. Maurice, and Harry Eyre (manager).

The manager having read the notice calling the meeting,

The Chairman said:—Gentlemen,—The balance sheet for the year ending 30th June 1910, having been submitted to you, I will, with your permission, adopt the usual custom and take it as read. The balance of profit at credit of working account is \$4,656 67 against \$4,355 55 last year, and whilst your directors regret the decline they do not think that shareholders need in any way despair as to the future. They are of opinion that the Company gets its fair share of any business going and that the poor result of last year's working is due to singularly dull trade and to the huge rent they are now compelled to pay for premises occupied. Of the net profit \$4,932 21 they propose that \$433 06 be written off for bad and doubtful debts and \$4,087 02 for furniture and fixtures and the balance of \$673 15 be carried forward to next account. It is considered advisable, to bring down furniture and fixtures to a low figure, as in the move to new premises it is possible these fixtures may not be worth more than present book value. After much consideration and search your Board have secured premises which they think will prove economical and advantageous to your business in point of position, and a lease will shortly be signed for the building now occupied by Watson's Aerated Water Factory, almost immediately opposite this building. This building is to be put into a thoroughly fit state to suit your needs and it is hoped will be ready for occupation next summer, after your present lease terminates. A considerable economy will be effected by this move and given normal trading conditions, there seems to be no reason why this company should not again pay fair dividends to its shareholders. With regard to the accounts now before you, it is to be noted that the debt to the Company's Bankers is slightly larger than last year, but this is more than balanced by new stock bought. There is a ill old stock estimated to be worth \$6,000 to be disposed of which it is hoped will be sold during the current year. Every effort made by your manager to keep up to date in every way and to obtain for the company as much business as possible and so to meet all competition. Since our last meeting Mr. Hinds has resigned from the Board and Mr. W. J. Gedge has been invited to take his place; his election requires your confirmation. Before formally proposing the adoption of the report and accounts now before you, I shall be pleased to answer any questions that may be put to the best of my ability.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. Wong seconded.

The motion was carried unanimously.

Mr. Wong proposed the confirmation of the election of Mr. Gedge as a director and the re-election of Messrs. Moxon and Gedge as directors for the ensuing year.

Mr. Eyre seconded.

Carried.

Mr. H. Percy Smith was re-elected auditor on the motion of Mr. Gedge, seconded by Mr. Maurice.

The Chairman:—That is all the business, gentlemen. Thank you for your attendance.

THE REPORT.

The directors' report was as follows:—

To the shareholders of William Powell, Limited.

The directors beg to submit to shareholders a statement of the company's accounts for the year ending 30th June, 1910.

The profit for the year, including the sum of \$782 03 brought forward from last account and after allowing for bad and doubtful debts, amounts to \$1,762 15 which, your directors propose, should be absorbed by writing off fixtures and fittings \$1,087 02 and carrying forward the balance \$775 13.

It will be noted that there is still a portion of old stock on hand estimated to be worth \$6,000.

DIRECTORS.

Mr. Hinds having retired from the Directorate during the year, Mr. H. J. Gedge was invited to fill the vacancy.

AUDITOR.

The annexed accounts have been audited by Mr. H. Percy Smith, F.C.A., who offers himself for re-election.

G. C. Moxon, Chairman.

Hongkong, July 22nd, 1910.

Events Coming.

Monday, 1st August.

Bank holiday.

Tuesday, 2nd August.

Sanitary Board Meeting, 3:45 p.m.

Land Sale of Crown Land Macdonnell Road, at 2 P.M., 3 p.m.

Wednesday, 3rd August.

Meeting, Licensing Board, 2:15 p.m.

Thursday, 4th August.

Legislative Council Meeting, 2:30 p.m.

Saturday, 6th August.

Gymkhana, Race Course.

V.R.C. Aquatic Fair, 9 p.m.

Tuesday, 9th August.

Hongkong, Canton and Macao Steamboat Co.'s half-yearly meeting, noon.

Thursday, 11th August.

Auction sale of valuable Leasehold Property, at Mr. G. F. Lammer's, 2 p.m.

RACIAL RIOTS IN THE STATES.

The following account of the racial riots in the United States, following on the Johnson and Jeffries fight is drawn from the correspondence of the *Daily Telegraph* and the Central News:—

Now that the big contest is over, and the orgy of n. u. violence in Reno with which it was accompanied is disappearing, Americans generally are feeling a reaction of profound disgust. That is the inevitable conclusion to which one is forced after reading the dispatches from all parts of the United States. North, south, East, and West, and by conversation with representative citizens best fitted to express the thought and sentiment now awakened in the nation.

To speak plainly, this reaction and disgust was already under way long before the two men scrambled into the ring, because in scores of cities race riots between whites and negroes followed in the wake of Johnson's victory. In the United States thousands of negroes in the big cities were beaten by mobs.

Twelve are dead and two are reported dying. The mob spirit seemed to rise whenever a negro cheered for Johnson after the match, or permitted his exultation over the victory to grow to an extent that made it offensive.

Negroes were chased through the streets in the South and North, and revolvers were fired and knives wielded. In New York, shortly before midnight, I witnessed scenes in the negro section, which made one blush for

THE ALLEGED CIVILIZATION of the Anglo-Saxons. The coloured people were hounded down and assaulted by low-class whites simply because they shouted for Johnson. Such scenes, I believe, would be impossible in the capitals of the older civilisations, but in the United States the racial prejudices engendered between the two are still strong.

"Let this be the last contest in America," is the sentence which, I believe, interprets the mind of the American people to-day, and the sequel will follow very shortly, when the Nevada Legislature, bowing before the weight of enlightened public opinion, will come into the line with the other States and no longer permit human shambles under the shield of the law.

An analysis of the percentage of

THE FURSE, THE DUMAS, and the share of the moving picture money, when added to the amount earned by each competitor after the articles of the fight were signed, shows that Jeffries and Johnson netted over £500 each for every minute they boxed and to this big revenue one may add the amounts both will receive from music-hall tours.

It is no longer questioned that the fight was on a level, which seems to be the only really satisfactory feature of the entire affair.

OUTBREAKS IN NEW YORK.

Rioting has taken place practically in every city and town in the United States, and in many places the police are powerless to quell the excited throngs. In many sections of New York City outbreaks occurred, and one negro was killed and another hanged to a lamp-post by a mob of whites. He was rescued by the police, who arrived just in time to save his life. In every city the police were on the jump all night, quelling disturbances, and the streets were called upon several times to put down the mobs that gathered. Negroes were pulled from the street cars and beaten.

Some were found in the street unconscious, and were able to tell only that they had been set upon and flogged. In several instances whites were beaten in the negro sections of the city. In these neighbourhoods, and wherever else there was a likelihood of trouble, there were as many as four policemen at every 100 yards.

Individual attacks, usually by whites on blacks, were resorted to for the assembly of crowds of disorderly people.

IN THE MEETS.

which followed all sorts of weapons were used indiscriminately, the most common being ironed with broken bottles and sharp-edged razors. In Schenectady, State of New York, negroes armed with guns and razors went about the streets clubbing white persons from the side-walks and searching for trouble. Several fights took place. One negro drew a razor on a crowded street-car and was beaten almost into insensibility and kicked from the car. Crowds of whites attacked the negroes, and in a number of instances drove them to seek refuge in the police station.

CHARGE BY POLICE.

In Birmingham, Alabama, a white was shot in the ankle by a negro. A race feeling was at fever heat. The Orpheum Theatre, attended by negroes, and the Bijou, where the whites received the returns of the fight, are situated at opposite street corners. As the two crowds poured into the street, a riot was started. Squads of police charged the crowds, and as soon as whites or blacks stepped to argue they were either arrested or driven away. The white crowd dispersed. As the negroes remained in front of the theatre, shouting and hurling for Johnson, the whites formed up-town and started for the negro crowd with the intention of inflicting punishment. The police, however, prevented a clash. In Uvula, Georgia, three negroes were killed. Negro workmen there had been insolent towards the whites for several days. They began drinking, and became so boisterous that a white posse was organized to clean out the camp. As the posse approached the camp it was met by a volley of shots. The fire was returned, and when the negroes fled they left behind three dead and two badly wounded. The firing negroes were being hunted by the vengeful whites all to-day.

At Houston, Texas, a negro, whose throat was slashed by a white man, died in hospital. The negro had rashly cheered Johnson's victory. These are only

SAMPLES OF THE RACE DISTURBANCES in various parts of the States, but chiefly in the South, where the blacks are most numerous. Lynchings were prevented in a score of cities only by the quick work of the police.

At New Orleans, Atlanta, and St. Louis, extra police were sent to be kept on duty all night. Washington, Philadelphia, Cincinnati, Louisville, Marion, Little Rock, Pueblo, and other large cities report serious riots and attempted lynchings. In Chicago several minor clashes took place and in one of them a negro woman was slashed with a razor. It is probable that by to-night the total deaths will be twenty and the injured about 200. Most people deeply regret the disturbances, which have done more to revive race prejudice in the United States than any other event for many years past.

A more pleasant sequel to the fight is described in a telegram from Chicago, where the black champion's mother lived. When the defeat of Jeffries was announced, the coloured friends of Mrs. Johnson, who were waiting in the street for the news, hoisted her on their shoulders and carried her in triumph to her home. Thousands of negroes assembled outside the house and clamoured for a speech. Mrs. Johnson finally came out on a balcony on the second story and spoke to the excited crowd. She told them that never had North or South turned out with so many and excitedly waved before them her son's photograph. She concluded by saying: "There'll be a hot time in the old town to-night."

COMMERCIAL.

July 30th, 1 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. R. S. Kadoorie & Co.:—

Allatani	.....	6/6
Anglo-Javan	.....	Tls. 15
Anglo-Malaya	.....	27/
Balgownie	.....	18
Batu Tiga	.....	12/
Bortams	.....	12/
Bukit Kajangs (pp.)	.....	63/
Bukit Rajahs	.....	12/
Carey Uniteds	.....	26/ prem.
Castlefields	.....	125/
Changkat Serdangs	.....	\$14
Cheras (part paid)	.....	\$13
Da. (fully paid)	.....	\$26
Dampasaras	.....	177/6
Eastern Internationals	.....	25/6 prem. ex div.
Fed. Selangors	.....	—
Glenaclys	.....	\$2.50
Glenahels	.....	—
Goldconas	.....	125/
Golden Hopes	.....	—
Highlands and Lowlands	.....	125/
Inch Kenneths	.....	\$25
Jacquies	.....	—
Jonglandors	.....	—
Kamunings	.....	7/ prem.
Kuala Lumpurs	.....	197/6
Landrons (fully paid)	.....	—
Landrons (ppd.)	.....	—
Labus	.....	—
Ledburys	.....	80/
Linggis	.....	\$8/0
London Asiatics	.....	14/3
London Ventures	.....	7/
Merrimans	.....	8/
Pajamas	.....	\$16
Pegohs	.....	16/
RubberTrusts	.....	37/6 prem.
Saggas	.....	330/
Sandycrofts	.....	\$334
Sapongas	.....	37/
Seafords	.....	—
Sekongs	.....	35/ prem.
Shelfords	.....	80/
Singapore & Johores	.....	\$16
Sumatra Paras	.....	\$15/
Sungel Chohs	.....	107/6
Sungel Kapars	.....	16/
Tandjongs	.....	52/6 prem.
Tangkabs	.....	22/6 prem.
Toetangle	.....	2/ prem.
Ulu Rantus	.....	—
United Serdangs	.....	135/
United Singapore	.....	\$3
United Sumatras	.....	127/
United Langkats	.....	80/
Para Rubber	.....	9/3

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 29th inst.—The apathy in local stocks last reported has been somewhat dispelled during the week under review. A spasmodic demand has been met for Banks, Unions and Wharves, other stocks remaining more or less neglected.

Rubbers.—The past week has witnessed a further decline of most shares, in sympathy with the fall in the price of the raw commodity, the last quotation from London for Fine Hard Para being 9/5. As we close, the share market comes rather better from London.

Banks.—Hongkong and Shanghai Banks remain very steady. Several sales have occurred at 95/50, but at the former price more shares can be placed. Nationals are again without business, buyers prevailing at 5/6.

Marine Insurances.—Cantons are somewhat easier and have been sold to a small extent at 17 1/2. Unions have been sold at the advanced rate of 15/0, more shares being probably obtainable. North Chinas are inquired for at Tls. 115. Yangtzes have improved to \$105.

Fire Insurances.—China Fires have again been dealt in at \$112 while Hongkong Fires are offering at 5/50.

Shipping.—There has been very little business transacted in stocks in this section, Hongkong, Canton and Macao Steamboats have been booked at \$32, with more shares offering. There is a small inquiry for Star Ferries, but the price of 13/ offered is not sufficiently tempting. Shell Transports experienced a considerable setback and at one time the quotation from London came as low as 94/.

The market, however, has since recovered, and according to latest information from home the price is now 95/.

Refiners.—China Sugars have been rather erratic. Shares were reported to have changed hands at \$165, but sales have since taken place at \$167, and this is the present price ruling.

Mining.—Rauhs are in some demand and have been taken off the market at \$7.15 and \$7.45 closing strong. Chinese Engineering and Mining Company shares continue in demand at Tls. 16. Charbonnages have been sold to Paris at Fcs. 1475, being the equivalent of about \$730.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks were sold to a small extent at slightly under par for the settlement but there are now buyers at \$30. Shanghai Docks are unaltered at Tls. 77. Hongkong and Kowloon Wharves have been the medium of a large business, and owing to the pressure of shares on the market the price dropped as low as \$34. Shinghai and Hongkong Wharves are a shade easier with sellers at Tls. 118.

Land, Hotels and Buildings.—Hongkong Lands have been dealt in at \$101 and \$102; we now quote them sellers at 97 1/2 at the dividend of 5 1/2 paid to-day. Humphreys' Estates are unchanged, with sellers at \$14. West Point is in some demand and can be placed at \$38 ex the interim dividend of \$180; sold to-day.

Kowloon Lands have again found buyers at \$32. Shanghai Lands have risen to Tls. 110. Hongkong Hotels have further receded and are offering at \$104 and the new shares at \$82.

Cotton Mills.—Small sales of Hongkong Cottons were done per through at \$4 1/2, but there

To-day's Advertisement.

NORWEGIAN VICE-CONSULATE, HONGKONG.

WEDNESDAY Next, 2nd of August, being the Birthday of HIS MAJESTY KING HAARON VII., the Norwegian Acting Vice-Consul will be pleased to receive at his Office, Prince's Building, Ice House Street, between 10 and 11 A.M. the Norwegian Consulate then in Hongkong, and between 11 A.M. and 1 P.M. British officials and officers and his foreign colleagues.

The office will do no business all day on August 2nd.

Hongkong, 30th July, 1910.

are no more obtainable except at an advance.

Now, according to latest telegraphic advice, are quoted in the North at Tls. 120. Other Northern mills as follows:—Internationals Tls. 62, Laon Kong Mills at Tls. 68 and Soy Cheas at Tls. 240.

Miscellaneous.—China Borneas are on offer at \$4 and could possibly be obtained lower. China Provident have been booked at \$81 and \$8. Green Island Cements have been sold at \$61. Dairy Farms at \$19. Hongkong Electric continue in demand at \$19, whilst China Lights are still offering at \$1.40. Hongkong Ice have buyers at \$15, and Hongkong Ropes at \$11. Peak Trams are offering at \$4, and the new shares are inquired for at \$3.

Steam Laundries have been booked at \$5 and \$5.40. Washons have been placed at \$5 and \$7. Langkats are unchanged at Tls. 1470 and Sumatras come slightly higher at Tls. 175.

Rubbers.—Small business has passed, sellers ruling the market. Glenaclys have changed hands at \$1, and Singapore and Johores have found buyers at \$16. Rubber Trusts have been sold at 35/6, and United Serdangs at various rates between 124/ and 161/.

Highlands and Lowlands have gone to London at 120/ and London Asiatics have been done at 15/.

Pegohs have changed hands at \$38 (Strait), and Kamunings and London Ventures have been sold at 6/ and 6/5 respectively. London has bought Tandjongs at 5/5 premium, and Singapore are buyers of Sandycrofts at \$34 ex dividend and rights. There has been a fair demand for Linggis, but no shares have been obtainable from London under 5/.

Exchange.—The Bank's drawing rate on London is 1/4 on demand and the T.T. rate on Shanghai is Tls. 74 1/2.

BRAZIL WAKING UP.

AMAZONAS CONGRESS ADVISES PLANTING.

THE FUTURE COMPETITION WITH MIDDLE EAST.

The following series of conclusions was arrived at, after prolonged debate, in connection with the Brazilian rubber position, by the recent congress held under the auspices of the Commercial Association of the Amazonas:—

The Congress looks upon the planting of the rubber tree in Amazonia as an urgent and unavoidable necessity.

The Congress advises the present owners of rubber estates to interplant, to replant the existing paths, and to plant in open spaces in the forests or in clearings made in them.

The Congress recommends to the Governments to make an extensive propaganda in Europe, and particularly in the United States of America, on the advantage of investing capital in the rubber industry in the Amazon Valley.

In order to encourage the establishment of new plantations of rubber trees, the Congress advises the Federal Governments to make a uniform price for the latex intended for the extractive industry, and to limit themselves to the lowest prices at present ruling in those States.

The Congress advises the Governments to protect by special laws the cauchero trees (Castilla Ulei), and recommends at the same time the maintenance of forest preserves, in which it shall be forbidden to cut these or other trees.

The Congress advises the Governments to send competent persons to countries where the cultivation of the Hevea has been successfully tried; in order to study and verify by sight the methods there employed either to cultivate or to prepare the latex and the rubber as also the extensive distribution of any report presented by such agents.

The Congress advises the rubber planters not to abandon the smoking process.

The Congress can but applaud the efforts made to discover new processes of coagulation, and it recommends that the Governments and mercantile associations offer prizes for the best processes, especially for the coagulation of the latex of rubber. It may be seen to that all attempts in this sense should aim at producing a better product from cauchero than is obtained by fumigation.

The Congress absolutely condemns all and every process of coagulation by acids or by alum, because, by means of such processes, they deplete the value of the latex of the Hevea, to the serious injury of the manufacturers.

The Congress earnestly urges the Governments and associations to enact repressive regulations against fraud in the preparation of rubber, including the mixture of the latex of different species of gummiferous trees and the wrongful designation of type or origin.

The Financier remarks:—That the men of average sense connected in any way with the Brazilian rubber industry should find himself in disagreement with the first resolution we can hardly credit. Whether, however, this somewhat belated effort on the part of the wild rubber have to undertake the plantation rubber tortoise will open the usually accepted conclusion of the fable is open to doubt. Continuing (at some risk, we admit) metaphor, it is permissible to ask whether the Brazilian stable-keeper is now proceeding to lock the door after the horse has been stolen. It is not necessary, we opine, to put the matter so strongly as the sentence just penned might appear to indicate, especially to those who are fairly conversant with the market rubber production statistics. For the next few years, at any rate, we must depend upon wild rubber supplies for by far the greater percentage of the commodity usable for commercial purposes. It is when the existing planted areas in the Middle East (and let us be generous—elsewhere) have reached their full output—in other words, when every good cultivated tree which can be tapped is being tapped—that the real battle between plantation rubber producers and wild rubber producers will commence. The battle will not be a matter of days or months, but possibly some years will have to elapse before either a decisive victory or an honorable peace has to be recorded.

To-day's Advertisement.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, all FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on MONDAY, 1st August, 1910.

By Order,

A. R. LOWE, Secretary.

Hongkong, 30th July, 1910.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, all MARINE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on MONDAY, 1st August, 1910.

By Order,

A. R. LOWE, Secretary.

Hongkong, 30th July, 1910.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by PUBLIC AUCTION,

FRIDAY,

the 12th day of August, 1910, at 5 o'clock in the afternoon, at his Sale Room in Duddell Street, Victoria, Hongkong, in Three Lots,

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTIES situate at Victoria aforesaid, viz:—

Lot 1. ALL THAT PIECE OF PARCEL OF GROUND known and registered in the Land Office as Section E of Marine Lot No. 116 together with the message erections and buildings thereon known as No. 5 Stone Nullah Lane. Area 920 square feet. Term 999 years. Annual Crown Rent \$15.35.

Lot 2. ALL THAT PIECE OF PARCEL OF GROUND known and registered in the Land Office as Section F of Marine Lot No. 116 together with the message erections and buildings thereon known as No. 3 Stone Nullah Lane. Area 894 square feet. Term 999 years. Annual Crown Rent \$14.93.

Lot 3. ALL THAT PIECE OF PARCEL OF GROUND known and registered in the Land Office as Section G of Marine Lot No. 116 together with the message erections and buildings thereon known as No. 1 Stone Nullah Lane. Area 913 square feet. Term 999 years. Annual Crown Rent \$15.75.

For further particulars and conditions of sale, apply to Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Solicitors for the Vendor, or to

Mr. GEO. P. LAMBERT, The Auctioneer.

Hongkong, 30th July, 1910.

FOR SHANGHAI.

"DEVANHA."

Captain H. Powell, will leave for SHANGHAI on THURSDAY, the 4th August, at Daylight. For Freight or Passage, apply to

E. A. NEWETT, Superintendent.

Hongkong, 30th July, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers

From Hongkong	From Quebec
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	
"MONTEAGLE" THURSDAY, NOV. 3TH.	

"Empress" Steamers will depart from Hongkong at 5 p.m.

"Monteagle" Steamers will depart from Hongkong at 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec, with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked in all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Service Officials located in Asia, and to Clergymen in the service of the Government of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port \$43/-

Via New York \$45/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. CRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Place).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI	"KOWONGSANG"	TUESDAY, 2nd Aug., Noon.
SINGAPORE, PENANG & CALOUTTA LAISANG	"THURSDAY"	4th Aug., Noon.
TIENTSIN	"CHIPSUNG"	FRIDAY, 5th Aug., Noon.
MANILA	"LOONGSANG"	FRIDAY, 5th Aug., 4 P.M.
MANILA	"YUNHSANG"	FRIDAY, 12th Aug., 4 P.M.
SHANGHAI, KOBE & MOJI	"FOKSANG"	FRIDAY, 19th Aug., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang*, *Namang* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified engineer is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers.

Telephone No. 215.

Hongkong, 30th July, 1910.

NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS	TO SAIL
"ANHUI"	31st July, Daylight.
"TEAN"	2nd Aug., 3 P.M.
"KUEIHOW"	3rd " 4 P.M.
"CHEN IN"	4th " 4 P.M.
"SUNGKIANG"	5th " 4 P.M.
"NANCHANG"	6th " 4 P.M.
"TAIYUAN"	31st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chien, Lintan, Santu), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

SHANGHAI LINE.

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

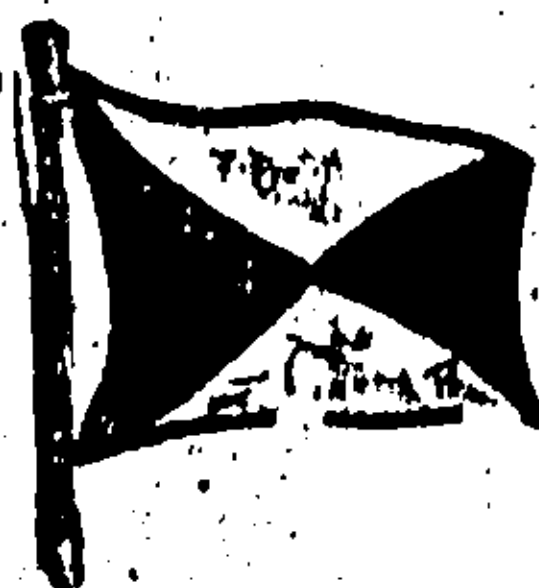
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 15.

Hongkong, 30th July, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
LAURO	3540	A. Fraser	MANILA	SATURDAY, 6th Aug., at Noon.
ROSE	3540	R. Rodger	MANILA	SATURDAY, 13th Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 30th July, 1910.

Shipping—Steamers.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU"	6,183	WEDNESDAY, 10th Aug., at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 7th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"JOSHIN MARU"	WEDNESDAY, 3rd Aug., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU"	THURSDAY, 4th Aug., at 10 A.M.
TASMU v. SWATOW & AMOY	"DAIOI MARU"	SUNDAY, 31st July, at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 29th July, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAGA MARU, Capt. M. Hideo, Tons 7000 WAKASA MARU, Capt. N. Nielson, Tons 7000 ATSUTA MARU, Capt. Wm. Thomson, Tons 9000	WEDNESDAY, 3rd Aug., at Daylight. TUESDAY, 9th Aug., at 4 P.M. WEDNESDAY, 17th Aug., at Daylight.
VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. J. Nago, Tons 7000	SATURDAY, 13th Aug. [From KOBE]
VICTORIA, B.C., & SEATTLE	TAMBA MARU, Capt. K. Sato, Tons 7000 AWA MARU, Capt. S. Ishikawa, 6000 Tons	TUESDAY, 16th Aug., at 4 P.M. TUESDAY, 16th Sept., at 4 P.M.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	HIKOKU MARU, Capt. M. Yano, Tons 6000 KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 5th Aug., Noon. FRIDAY, 2nd Sept., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	BOMBAY MARU, Capt. Teranaka, Tons 5000	TUESDAY, 9th Aug.
SHANGHAI, MOJI & KOBE	COLOMBO MARU, Capt. E. Comber, Tons 5000	WEDNESDAY, 3rd Aug.
NAGASAKI, KOBE and YOKOHAMA	HUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 3rd Aug., at Noon.
KOBE and YOKOHAMA	YAZAKI MARU, Capt. T. Mori, Tons 9000	THURSDAY, 4th Aug., at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30th MAY, ENDING 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class.....	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA, PERSEM GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE"

Captain Owen Jones, carrying His Majesty's Mails, will be despatched from this for BOMBAY &c., on SATURDAY, the 6th August, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due to London on 18th September, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 29th July, 1910.

HONGKONG-BOSTON AND
NEW YORK.AMERICAN-ASIATIC STEAMSHIP
COMPANY.

FOR BOSTON AND NEW YORK VIA
PORTS AND SUZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "WRAY CASTLE" On or about 6th

Aug., at 10 A.M.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 12th July, 1910.

"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR LONDON, ROTTERDAM AND
ANTWERP.

THE Steamship

"CARDIGANSHIRE"

Captain W. O. Tyers, will be despatched as

above on or about 13th August.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 29th July, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all
Overland Common Points in the United
States of America and Canada, and also
for the principal ports in Mexico, and
Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR
VICTORIA, VANCOUVER, B.C., TACOMA
AND SEATTLE via
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

These steamers are specially fitted for the
carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queens Buildings.

Hongkong, 28th July, 1910.

Steamer Tons Captain Onward

Redhill 3,880 H. E. Dowell 23rd Aug.

Swallow 4,233 F. S. Cowley 17th Sept.

Kumero 6,231 G. E. McGill 20th Oct.

America 4,303 J. Boyd 10th Nov.

These steamers are specially fitted for the
carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queens Buildings.

Hongkong, 28th July, 1910.

Steamer Tons Captain Onward

Redhill 3,880 H. E. Dowell 23rd Aug.

Swallow 4,233 F. S. Cowley 17th Sept.

Kumero 6,231 G. E. McGill 20th Oct.

America 4,303 J. Boyd 10th Nov.

These steamers are specially fitted for the
carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queens Buildings.

Hongkong, 28th July, 1910.

Steamer Tons Captain Onward

Redhill 3,880 H. E. Dowell 23rd Aug.

Swallow 4,233 F. S. Cowley 17th Sept.

Kumero 6,231 G. E. McGill 20th Oct.

America 4,303 J. Boyd 10th Nov.

Consignee.

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st of August, at 9.30 A.M.

All claims must reach us before the 5th of August, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO—

Ex 22, *Lehringen* from Adelaide.

NORDEUTSCHER LLOYD,

MELBOURNE & Co.,

General Agents.

Hongkong

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$250,000	\$2,250,000	£2.5/- for half year ending 31.12.09 @ ex 1/9 = \$15.11	5 X	\$950 buyers \$890 sellers
National Bank of China, Limited	99,995	£7	£6	£4,000 \$300,000	\$30,552	\$2 (London 1/6) for 1909	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$24,583 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,380 \$1,000,000	none	\$10 for 1908	6 X	\$172½ sellers
North China Insurance Company, Limited	10,000	15	£5	Tls. 225,000 Tls. 215,453 Tls. 246,380 \$1,000,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 X	Tls. 115
Union Insurance Society of Canton	12,430	\$250	\$100	\$2,000,000 £120,000 \$1,000,000 \$1,000,000	\$27,084	Final of \$20 per share, making in all \$50 per share for 1908 and interim dividend of \$30 per share for 1909	6 X	\$850 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$204,495 \$199,264	\$707,637	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 X	\$200 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$550,343 \$61,168	\$438,466	\$6 and bonus \$2 for 1908	7 X	\$112
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000	\$426,218	\$27 for 1908	8 X	\$350 sellers
SHIPPING.								
China and Malacca Steamship Company, Limited	30,000	\$25	\$25	\$77,743 \$30,000 \$100, 89 \$250,000	\$5,777	\$4 1/2 for 1906	...	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100, 89 \$250,000	Nil.	2 1/2 for year ending 30.6.1908	...	\$28 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$617,500 \$109,545 \$19,100	\$20,766	Final of \$1 1/2 for account 1910	8 X	\$32½ sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£138,100	£7,537.3	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$5. 154	...	\$65 sellers
Do. (Deferred)	60,000	£1	£1	£730,000	£192,994	3rd in. of 2/- per sh. (comp. No. 12) making in all 4/- for 1908 & interim of 1/- for ac. 09	5 X	98/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$10	\$10	\$20,000,000 \$71,850 \$62,682	\$2,159	A dividend of 7 1/2 % for year ending 30.4. 1910	4 1/2 X	\$24 sellers \$13 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000	...	...	...	...
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$200,000 \$83,620	Dr. \$8,090	\$10 per share for 1909	6 X	\$167
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	...	Dr. \$25,893	\$5 for 1907	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,028	Tls. 10 for year ending 31.8.09	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£15,000 £84,390	£1,435	Final of 1/6 making 3/- for 1909	9 X	Tls. 16 buyers Pa. 12
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	...	...	First year	...	...
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,472	none	\$1 per share 19th dividend	5 X	\$7½ buyers
Oriental Consolidated Mining Co., Ltd.	500,000	G. \$10	G. \$10	...	...	Final of Gold \$0.65 for 1909 in all G. \$1.15	...	41/-
DOCKS, WHARVES & GODOWNS.								
Fanwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,775	Dr. \$8,460	\$1.75 for year ending 31.12.06	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$3,595 \$20,000 \$58,442	\$264,847	\$2 1/2 for 1909	4 1/2 X	\$52½ sa. and b.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$250,000 \$121,000	\$128,755	Interim of \$1 1/2 for account 1909	...	\$50 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,261	Final of Tls. 3 making Tls. 6 in all for 1909	6 1/2 X	Tls. 77
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 607,257 Tls. 50,000 Tls. 121,000	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7 X	Tls. 118
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 \$1,000	Tls. 4,214 \$24,041	Tls. 6 for year ending 29.2.09	1 1/2 X	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000 \$1,000	...	\$1.20 on old and 60 cents on first new issue.	8 X	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000 \$1,000	\$1,277	\$2.50 on old shares and 1.30 on new shares	2 X	\$104 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$50	\$50	\$1,000 \$1,000	\$27,912	for half year ending 31.12.09	2 X	\$82½ ex div.
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000 \$1,000	\$5,472	Final of \$1 making \$7 for year end. 31.1.09	7 X	\$98½ ex div.
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	...	\$269	45 cents for 1909	6 X	\$82½ a. & b. sa.
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,125,045 Tls. 30,000	Tls. 63,060	\$2 1/2 for 1909	8 1/2 X	\$32
West Point Building Company, Limited	12,500	\$50	\$50	...	...	Interim of Tls. 3 for 1908	6 1/2 X	Tls. 109 sa. ex.
COTTON MILLS.								
Rwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 250,000 Tls. 40,098 \$20,000	Tls. 10,991 \$9,551	Tls. 11 for year ending 31.10.09	8 1/2 X	Tls. 120 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	...	...	50 cents for year ending 31.7.08	8 X	\$4½ buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,172	Tls. 7 1/2 for year ending 30.9.09	12 X	Tls. 57½
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	...	Tls. 4,829	Tls. 6 for 1909	7 X	Tls. 70
Sey Choo Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 21,172	Tls. 25 for 1909	10 X	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500 £40,000	£648 NIL	15 % per share for 1908	6 1/2 X	\$10 buyers \$9½ sellers
China Light and Power Company, Limited	60,000	\$12	\$12	...	...	60 cents for 1909	...	\$1.40 sellers
China Light and Power Company, Limited (Special shares)	50,000	\$5	\$5	...	...	10 cents for year ended 28.2.06	...	\$8½ a. and b. sa.
China Loan and Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000	\$1,000	80 cents for 1909	9 X	\$8½ a. and b. sa.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$1,000	\$1,390	\$1.20 for year ending 31.7.09	6 1/2 X	\$19 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000 \$1,000	\$4,290	Final of 40 cents making in all 75 cents	10 X	\$6½ sellers
H. Price & Company, Limited	12,000	\$10	\$10	...	...	\$1 per share for 1909	...	\$14 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	...	...	14 per cent. viz. \$1.40 for 1909	12 X	\$10½ buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$40,000	\$7,616	A dividend of \$1.20 per share and a bonus of 10 cents	6 X	\$135 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	...	...	Final of \$8 for 1909	6 X	\$11
Maatschappij of Mij, Bosch en Landbouw	25,000	Gn. 100	Gn. 100	Tls. 547,500 Tls. 61,924	Tls. 116,682	Final of \$1 making in all \$2 for 1910	9 X	Tls. 1,430 s.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000	\$3,014	and interim dividend of Tls. 12½ for 1908	5 X	Tls. 1,430 s.
Peak Tramways Company (new)	50,000	\$10	\$10	...	...	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2 X	\$14 sellers \$11.50 a. & 1 1/2 sa.
Philippine Company, Limited	75,000	\$10	\$10	...	...	None	...	\$10
Shanghai-Sumat & Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 75,000	Tls. 1,450	Final Tls. 5 making Tls. 8 for 1908	2 X	Tls. 175 sellers
Societe des Pulpes et Papeteries du Tonkin	13,300	50	25	...	...	First year	...	\$20 sellers \$300
South China Morning Post, Limited	6,000	\$25	\$25	...	Dr. \$11,096 \$127,86	None	...	...
Steam Laundry Company, Limited	20,000	\$25	\$25	...	...	10 % for year ending 31st May 1910	1 1/2 X	\$25 buyers \$5 buyers
Union Waterboat Company, Limited	30,000	\$10	\$10	...	...	60 cents for year ending 31.12.09	8 X	\$7 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	...	...	50 cents per ord. share for year ending 31.5.09	5 X	\$12½ sellers
Watkins Limited	10,000	\$10	\$10	...	...	35 cents for 1909	11 X	\$2 sellers ex div.
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	...	...	None	...	\$2½ buyers
William Powell, Limited	15,000	\$7	...	...	...	None	...	\$2½ sellers

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$3,000,000.



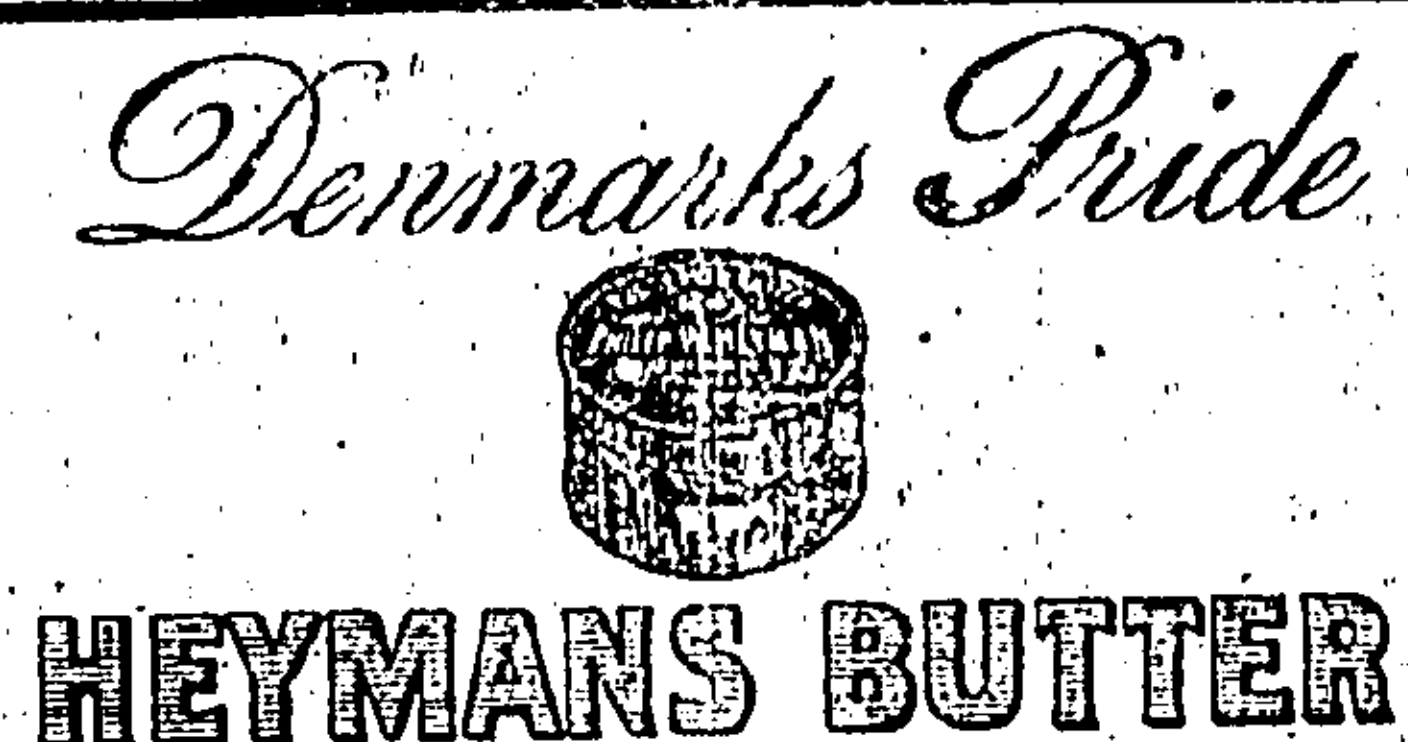
"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegeteros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

SIEMSEN & CO., Sole Agents.

49

Hotels.

RE-OPENED! RE-OPENED!!

BELLE VIEW HOTEL.

Telephone No. 907.

TO-DAY! TO-DAY!! TO-DAY!!!

7th July, 1910.

UNDER entirely New Management. This popular Seaside Resort has been completely reorganised and re-staffed and special arrangements made for the comfort of guests.

MEALS, AFTERNOON TEAS.

ICES! ICES!! ICES!!!

Served at all hours either in the Dining Rooms or on the spacious and Shady Lawns or Verandahs.

Only best Brands of Liquors stocked.

Residence Rates on application.

All cordially welcome.

W. GALLAGHER, Manager.

Hongkong, 7th July, 1910.

VIENNA CAFE COMPANY (1910)

LIMITED (RE-CONSTRUCTED).

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 2nd July, 1910.

1499

Intimations

A TOO STABLE.

LEIGHTON HILL ROAD,
(next to No. 1, Police Station).

LEE YEE

HAIR DRESSING SALOON.

HAS established a SHOEING FORGE at Leighton Hill Road, where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:

At the Stables or anywhere in Hongkong, \$4 per animal.

At Kowloon, \$3 per animal.

A TOO STABLE.

Leighton Hill Road.

Hongkong, 2nd July, 1910.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'ARVILLE STREET,

HONGKONG.

Hongkong, 2nd July, 1910.